



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

YOU CAN AFFORD TO LOSE
early anything on earth except
your eyesight.
But that you must cherish as
you would your most priceless
possession and it will repay
you for your care.
We can supply you with lenses
that will relieve and strengthen
your eyes.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,582. 號二十八百五千九萬一第

日三十月元年酉辛

HONGKONG, WEDNESDAY, MARCH 9TH, 1921.

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號九月三年十國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

JUST LANDED

SULLIVAN, POWELL &
CO., LTD.

EGYPTIAN

CIGARETTES

SUB ROSA No. 2.

SOLE AGENTS

CALDBECK,
MACGREGOR &
CO., LTD.

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CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELIOT'S
SPORTING CARTRIDGES, 12, 16,
and 20 bore, loaded with the Sportsman's
favourite powders—E. C. and SMOKELESS
DIAMOND.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 4-8, Beaconsfield Arcade.

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HONGKONG.

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Undertaken.
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FRENCH LESSONS

G. MOUTESSION,

15, Morrison Hill Road.

PEAK TRAMWAY CO.

LIMITED.

TIME-TABLE.

WEEK DAYS		
7.00 a.m. to 8.00 a.m. every 15 minutes		
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THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

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Tennis Wear.

Shirts of Cotton or Flannel, in all sizes and styles.

Shoes in White Canvas or Buckskin, with Red Rubber Soles. English made.

Socks in White Vinylla, White Merino, and Cotton Mixture.

Hats, Belts, Sweaters.

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SOLE AGENTS

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FOR THE STUDEBAKER CAR

"SHELL" MOTOR SPIRIT and "GARGOYLE" MOBILEOILS

can be obtained at all hours at the Teyn Garage and Repulse Bay Garage.

We hold stocks of the following Cord Tyres:—

"PENNSYLVANIA VACUUM CUP"

"FISKE"

"KELLY SPRINGFIELD"

"LEE"

[246]

INTERNATIONAL SAVINGS SOCIETY.

A French Company Incorporated under the French Legal Ordinances of the 24th July, 1867 and 1st August, 1893.

Annual Meeting for the year ending 31st December, 1920.

At the ANNUAL GENERAL MEETING held at the Head Office, 7, Edouard VII, Shanghai on MONDAY, 21st FEBRUARY, the INTERNATIONAL SAVINGS SOCIETY declared a DIVIDEND of Twelve 41 per Share.

Among those present were the following Directors:—

Board of Directors.

B. FAYO, French Municipal Councillor, Director of the Assurance Franco-Asiatique.

H. MADIER, Chevalier of the Legion of Honour, President of the French Chamber of Commerce for China, President of the Assurance Franco-Asiatique.

J. BEUDIN, General Manager, Assurance Franco-Asiatique.

M. SPEELMAN, Member of the Committee of the French Chamber of Commerce for China, French Municipal Councillor.

A. DU PAC DE MARSBOUX, Legal Advisor.

The Meeting made the following additions to the Reserve Fund:—

LEGAL RESERVE: \$ 5,000 making total \$11,826.78

EXTRAORDINARY RESERVE: \$20,000 making total \$47,307.11

Writing off of Furniture and Fixture Account \$12,268.24

The Society's Reserves on December 31st, 1920, amounted to

\$1,854,439.11

and its investments totalled

\$2,133,117.29

Certified

BETH, MANUEL & MCCLURE,
Auditors.J. BEUDIN & M. SPEELMAN,
General Managers.

HEAD OFFICE, SOUTH CHINA.

Sun Building, Canton.

L. O. WINTERS, Manager.

TO PIPE SMOKERS.

Just Received Fresh Shipments of famous Smoking Tobacco to choose from

MARTIN'S & CO.

Hurlingham tobacco (Bird's eye cut).

Ranleigh

Carlyle

(Fine cut and Coarse cut).

DUNHILL & CO.

My Mixture (Extra mild, Mild, Medium and Full).

TOBACCO PRODUCTS CORP.

H. Tarcyton mixture.

Personal

CARRERAS, LTD.

S.H. Phillips mixture.

Cromwell

Hankey's

TABAQUERIA FILIPINA,
38-40, QUEEN'S ROAD CENTRAL.

[586]

DR. SUN YAT-SEN'S PLANS.

MINING AND INDUSTRIAL DEVELOPMENT.

It has long been one of the plans of Dr. Sun Yat-sen, the Canton Times says, to have certain mines and industries operated by the Government from which it is hoped the following benefits will result:—

1st.—They will become an important source of revenue to the Government.

2nd.—They will bring into the home market a supply of raw materials which are essential for the existence of the many manufacturing industries which, China, by virtue of her abundant labour, and they will bring with them all the usual community benefits which attach to all large industries.

With these plans in view the Government has appointed Mr. Samuel S. Wong as technical adviser on industrial matters, and Mr. M. B. Yung as consulting engineer in mining matters in the Ministry of the Interior.

Mr. Wong is a consulting chemist in Hongkong, and a graduate of Harvard University, St. Laurence University and Pratt Institute of Technology in industrial chemistry. He was a former chemist of the Bethel Chemical Co., Siam-Salvay Co., The N. Y. State Experiment Station, Bailey & Co., and the Stannely Aniline Chemical Works. Mr. Wong will assist the Government to develop the various industries in China and to reorganize the present Government industrial plants.

Mr. M. B. Yung is a graduate of Yale and Columbia Universities with ten years' practical experience with American mining companies operating in New Mexico and Cuba, and another ten years' experience in China. He feels that there is an unusual opportunity at present to produce coal profitably in South China and is confident of satisfactory results if he can carry out his plans.

STRAITS CHINESE AND CHINA

A SETTLEMENT PROJECT IN THE CANTON DISTRICT.

The other day when the Chinese community of Kinta entertained to dinner a contingent of sailors of the H.M.S. *Malaya*, Sir John Campbell told them that they were being entertained by the master minds of the tin industry, and of all the able miners present it is safe to say there was none more able than Towkay Lam Looking, the subject of the present article.Mr. Lam Looking, when seen by a representative of the *Times of Malaya*, confirmed the rumour of his impending departure to China on a long holiday, but he is not going solely on pleasure. His mission to China is very dear to his heart, namely, that of trying to obtain for Chinese such as himself, to those who are born in the Colonies and F.M.S., a settlement there, so that when they go to China they may find there a place where conditions will be as they have been in this Peninsula.

Mr. Lam Looking explained that there are a good many Straits and F.M.S. born Chinese who desired to go and settle in China, but present conditions did not permit them, or rather they could not remain there for more than a year. Although Chinese they could not put up with the mode of government, etc., there. They had got so used to the freer government, the excellent sanitation and other things that are to be found in the Federated Malay States that living in China under existing Chinese conditions was almost intolerable. Mr. Lam Looking means to make an endeavour to obtain from the Government of China a "settlement" for the "babas" of Malaya so that they may settle down there, put up their own buildings and offices, establish their own Sanitary Board, or Municipality, and start trading by exporting articles from China here and vice versa.

Mr. Lam Looking intends asking for land in the Canton Province which, he believes, is the most central place for a settlement. He will probably be away for about six months.

N.Y.K.'S NEW PRESIDENT.

Mr. Yonejiro Ito, vice-president of the Nippon Yusen Kaisha under the late Baron Kondo, who has been chosen to succeed the late Baron Kondo as President, is reported in the *Japan Advertiser* to have made the following statement:—"I will make it my guiding principle, to devote all my efforts in my new position to the interest of the Nippon Yusen Kaisha and the state. Before the war there were 330,000 tons of cargo available for 45,000,000 tons of ships in the world. The tonnage has increased to 57,000,000 tons, but the cargo has decreased to 280,000 tons. We must be prepared to face this situation, a depression which may be said to be a crisis in shipping."

The new head of the N.Y.K. is a graduate of the University of Michigan and his deputy (Mr. Yukichi Nagatomi) is a former student of Antwerp University. Mr. Ito's selection as president was believed impossible at first, due to considerable sentiment among the directors and others for Mr. Kato, also formerly vice-president of the organization, to take the position. It is understood that Mr. Kato was prevented because of the condition of his personal affairs, from accepting this honour.

SINGAPORE AS A NAVAL BASE.

A Madras message of February 11th, says:—"The Admiralty states that the Singapore Conference carries out the pre-war intention of an annual assembling of the commanders of the Pacific Squadrons. It admits that the issue on this occasion have a most important bearing on the questions coming up at the Imperial Cabinet next June. The pre-war intention to assemble the squadrons off Malaya for manoeuvres, simultaneously with the Admirals' conferences, has been abandoned owing to the incompleteness of the formations and its costliness. There is a considerable prospect of Singapore becoming a more important naval base."

MILL AMALGAMATION PROPOSALS.

PARTICULARS TO SCHEME.

Shareholders in the Ewo Cotton Spinning and Weaving Co., Ltd., the Kung Yik Cotton Spinning and Weaving Co., Ltd., and the Yangtzeppoo Cotton Mill, Ltd., have now received from the general managers a circular giving details of the proposal to amalgamate these companies. The circular points out that Messrs. Jardine, Matheson & Co. are at present controlling three undertakings which are practically competing with one another, whereas if amalgamation took place attention at each mill could be confined to certain specialties and redistribution of the machinery making for increased production, improved quality and further economy, could be effected.

CAPITALIZATION DETAILS.

The proposal is to liquidate all three existing companies and form a new company to be known as the Ewo Cotton Mills, Ltd. The capitalization of this company would be as follows:—1,000,000 ordinary shares of Tls. 5 each Tls. 5,000,000, of which 800,000 will be issued forthwith to purchase the three undertakings, absorbing Tls. 4,000,000:—

10,000 8 per cent. cumulative preference shares of Tls. 100 each Tls. 1,000,000, of which 9,000 will be issued forthwith to redeem the existing preference shares of the Ewo and Yangtzeppoo Mills, absorbing Tls. 800,000:

Total authorized capital of Tls. 8,000,000. Total issued capital of Tls. 4,800,000. The unissued capital of Tls. 1,100,000 will be available at some future date for extensions.

It is not proposed to issue any shares for cash in the first instance. Present holders of preference shares in Ewo and Yangtzeppoo companies will be paid interest to April 5th, 1921, and will have their 7 per cent. shares exchanged for 8 per cent. shares in the new company.

It is proposed that the new company should come into existence on April 5th, 1921.

The new company will purchase the three undertakings in the following manner:—

	Ordinary Shares of Tls. 5	Cash Tls.
Ewo sells to new company for 1 old share	400,000	90,000
(20 new for 1 old share)		
Kung Yik sells to new company for 1 old share	150,000	90,000
(2 new for 1 old share)		
Yangtzeppoo sells to new company for 1 old share	250,000	88,000
(5 new for 4 old shares)		
	800,000	178,000

The circular then gives details of necessary financial transactions between the companies.

RELATION OF DIFFERENT SHARES.—The report of the auditors, Messrs. Lowe, Bingham and Matthews, contains the following paragraphs:—

From statements we have prepared, we are of opinion that one Ewo share has approximately the same earning power as 10 Kung Yik shares and 18 Yangtzeppoo shares. That is to say, if a new company be formed to acquire the three existing companies with an issued ordinary capital of 500,000 ordinary shares of 500,000 ordinary shares of Tls. 5 each, there should be handed to existing shareholders:—

Ewo 90 shares of Tls. 5 for 1 present share of Tls. 50.

Kung Yik 2 shares of Tls. 5 for 1 present share of Tls. 10.

Yangtzeppoo 5 shares of Tls. 5 for 4 present shares of Tls. 5.

Since, however, the interest of the ordinary shares in the net assets of each company as now valued, is not precisely in the proportion of 1 to 10 to 18, cash payments should be made to adjust same, amounting to Tls. 1.20 per share to Kung Yik shareholders (in all Tls. 90,000) and to Tls. 0.44 per share to Yangtzeppoo ordinary shareholders (in all Tls. 88,000).

It should be mentioned that the total net assets of the three companies, i.e., after deducting accounts payable and preference capital, are considerably in excess of the amount at which it is proposed to capitalize the new company."

SPORT.

RIFLE SHOOTING.

H.M.S. "CURLEW" v. R.N. DOCKYARD.

A League match shot off between teams from H.M.S. *Curlew* and the R.N. Dockyard Rifle Club, resulted in a win for the former by 87 points:—

	TOTAL
Mr. Dew	122
Mr. A. B. Morgan	119
Mr. P. O. Carpenter	116
Mr. P. O. Morgan	110
Mr. Spencer	109
Mr. Stanford	105
Mr. Passmore	96
Mr. Telford	82
Total	881

R.N. DOCKYARD RIFLE CLUB.

	TOTAL
Mr. Drew	115
Mr. Williams	112
Mr. Crocker	98
Mr. Longyear	98
Mr. Johnson	97
Mr. Wimple	90
Mr. Young	85
Mr. McGuigan	79
Total	774

A meeting of the League Committee has been called for Thursday, when Mr. Northcote, the Hon. Secretary, will bring up the question of the provision of badges for the second team, owing to the large number of entries this year. This news will no doubt put some vim into the struggle for second place, for which the *Curlew* team seem to be making a very good bid, their shooting being very consistent.

CORRESPONDENCE.

CONSTITUTIONAL REFORM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—The correct answer to "Advertiser," re Constitutional Reform, is undoubtedly contained in "Roderick's."

In Shanghai this morning, but there is a point that both, in fact all advocates of "popular representation," seem either to miss or wilfully evade. The main idea, so far as I see it, is a vote by the jury list. Will this secure "popular" representation? I don't care to take the responsibility of answering the query myself, but I will put forward the following view.

In Shanghai they are, or were, supposed to have popular representation on the Municipal Council, the vote being by the ratepayers. They do, or did, not get "popular" representation, because one firm is, or was, entitled to about forty votes by means of a pernicious system of plural voting. The head of that firm is, or was, always returned to the Council. I am not suggesting that the head of the same firm in Hongkong is not a fit and proper person to represent us on the Council here, and I would not blame the employer of that firm and the firms it manages for being loyal to the head, but when you talk about "popular" representation it is no use balking facts and one of the facts not to be balked is that the head of one firm here, at least, would be able to control an unfair proportion of votes, and bang goes your "popular" representation. It seems to me that, if we are to get pure and unadulterated "popular" representation on the Hongkong Legislative Council, some means other than voting by the jury list will have to be thought of. We must never forget that the Government has no axe to grind—Yours, etc.,

"QUERY."

Hongkong, March 8th, 1921.

[The franchise in Shanghai is based on a property qualification; in Hongkong it is proposed to base it on intelligence—to say, in other words, that those British subjects who are deemed fit to decide issues of life and death in the Courts are also competent to express an opinion upon local legislation. We do not think that, having regard to the size and nature of the proposed electorate, there is any risk that the monopolists could secure the return of their candidates; nor do they. Experience proves that, when protected by the ballot-box, men do not always vote for their own employers, whatever they may do at company meetings. All these points were carefully considered several years ago by those responsible for the Reform movement.—Ed. H.D.P.]

THE STAR FERRY LAUNCH INCIDENT.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—With reference to the paragraph which appears under "Random Reflections" in your issue of to-day, dealing with an incident on one of the Star Ferry launches, what actually happened was as follows:—

While the "Northern Star" was alongside the Hongkong wharf the engineer was instructed to pump water to the sanitary tank on the wharf. To do so, the fireman had to open the donkey-pump stop-valve and, while doing so, he carelessly unscrewed the valve cover by mistake and consequently steam escaped in considerable volume. The safety valve was immediately eased, the pressure reduced, the valve cover put back again, and the ferry was ready for duty again in 20 minutes. At no time during the incident was there the slightest danger to anyone.

The paragraph referred to contains many misstatements inasmuch as:—

- 1.—A steam-pipe did not burst.
- 2.—All the mechanism for regulating the pressure of steam is easily accessible in the engine-room.
- 3.—The Government Marine Surveyor thoroughly inspects, once every six months, the boilers, engines and safety-valves of all the Ferry boats.

As the paragraph is likely to cause misapprehension in the minds of the patrons of the ferry boats, I shall be glad if you will do what is necessary to correct the misstatements.—Yours faithfully,

W. S. BROWN,

(Secretary).

Hongkong, March 8th, 1921.

[We are glad to have been the means of eliciting the facts and of correcting any misapprehensions.—Ed., H.D.P.]

COTTON MILLS IN SHANGHAI.

According to a report made by a well-known British firm in Shanghai there are 61 cotton mills in China, including 20 in Shanghai. The total number of spindles is 1,464,840 and that in Shanghai is 601,898. The total number of looms is 5,449. Following is a list of Shanghai Cotton Mills:—

Names	No. of Spindles	No. of Looms	Owners
Ewo Cotton	73,512	712	British
Yangtzeppoo Cot. Mill	66,532	441	"
Kungyih	25,378	502	"
Loat Kung Mow	60,090	400	"
The Oriental	50,788	500	"
San Hsin	67,880	1,000	Chinese
Pao Chung	41,472	60,000	"
Amlo-Chinese	13,548		"
Housung	28,800	298	"
Hung foong	18,144	354	"
Hung yu	25,378		"
Sin Hsin	64,000	400	"
Ten Dah	19,030		"
Puyik	24,120		"
Tungchoong	11,592		"
Yongyung		240	"

WEAVING FACTORIES.

There are sixteen weaving factories in Wushih, and two thousand five hundred machines are in use. The total production of cloth during the year is about 600,000 pieces.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship

"YATSEING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 9th Mar. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, March 8th, 1921. [680]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer

"CHAKRATA"

Arrived Hongkong on Mar. 5th, 1921.

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Dowdall, at 10 A.M. on Mondays and Tuesdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, March 6th, 1921. [673]

NOTICE TO CONSIGNEES.

The Steamship "RIOJUN MARU"

FROM JAVA

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded, unless notice to the contrary be given before 7th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Mar. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd Mar., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Mar., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 7th, 1921. [681]

NOTICE TO CONSIGNEES.

The Steamship "HUNGARIA"

FROM JAPAN AND SHANGHAI

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 7th Mar.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Mar. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd Mar., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Mar., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading

PRESERVATION OF MACAO'S HISTORIC CHAPEL.

The problem of industrial unrest was not one which only affected people at home. The fact that it made for unrest would not suddenly and easily subside, unless there was a real change in the spirit and working of economic life. Other problems confronting the Church were its attitude towards present-day standards of sexual morality; and the fact that so many sought comfort and inspiration outside the Church, in theosophy, Christian science, and spiritualism. Nor could their eyes be closed to the changes taking place in the position of women. The formation of a Board of Women's Work for the diocese should be considered, also the improvement and development of constitutional

In reply to a question by Mr. POLLOCK, Mr. LINDSAY said: St. Andrew's Church would begin next month to subscribe £100 a month towards the exchange equalisation of the Bishop's stipend.

THE DIOCESAN SCHOOLS.

An account of the work of the Diocesan Boys' School was given by the Rev. W. T. FEATHERSTONE, and of the Diocesan Girls' School by the Rev. C. B. LINDSEY. The ground has been covered in the reports, recently published, of the annual prize-givings of these schools.

An Assistant Chaplain.—The appointment of an assistant to Rev G. T. Waldegrave is a matter of importance. There is sufficient work for two in such an important commercial port as this. At the present moment the need is apparent for unless the visiting and work is continuous it loses its effectiveness.

There is great scope, however, for expansion which can only come about if an assistant Chaplain is appointed.

(Continued on page 6.)

(Continued on page 6.)

THE HOUSE OF QUALITY.

194

The Anderson Music Co., Ltd.

Wm. POWELL, Ltd., SOLE AGENTS.

NEW ADVERTISEMENTS

FOR SALE.

BLEACHED CALICO. Fine quality. 35 inches wide x 40 yards long. Price \$14.00 per piece. Cash with order.
Apply—
ALEX. ROSS & CO.,
25, Des Voeux Road, Central.

MADAPOLAM. Suitable for lingerie. 38 inches wide x 19 yards long. Price \$10.00 per piece. Cash with order.
Apply—
ALEX. ROSS & CO.,
25, Des Voeux Road, Central. [587]

FOR SALE.

FIVE-ROOMED BUNGALOW. Peak District. Tennis Court, Kitchen Garden. Early possession.
Apply to—
Box No. 588,
Care of Daily Press Office. [588]

UNIVERSITY OF HONGKONG.
MATRICULATION & SENIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the above EXAMINATIONS will commence on MONDAY, June 6th, 1921. Forms of entry and copies of the new regulations and syllabus can be obtained on application to the Registrar.

Each entry form, duly filled in, must reach the Registrar together with a fee of \$15 (Hong Kong currency) on or before APRIL 2nd, 1921. The Ignorance Scholarship tenable in any Faculty by Portuguese Students from Hong Kong or Macao, of the annual value of \$300.00, will be awarded on the results of this Examination.

Copies of past Examination papers, including those set in December 1920, can be obtained from the General Office, HONGKONG UNIVERSITY, price \$0.50 per copy.
N. TESSDALE MACKINTOSH,
Registrar.
Hong Kong, March 9th, 1921. [589]



COLONIAL SECRETARY'S DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be clearly marked "TENDERS FOR QUARRIES," will be received at this Office until noon on MONDAY, the 14th day of March, 1921, for the letting of the undermentioned Granite Quarries at Hong Kong and the New Territories, for a period ending 31st December, 1921, or, as an alternative, for a period ending 31st December, 1923.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum, as stated in the schedule hereunder opposite to each quarry, as a pledge of the bona fide of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted.

The Government does not bind itself to accept the highest or any tender.
Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres.	Upper Area in Acres.	Deposit in Cubic Yards.
Tao Tse Wan No. 2	1.34	1.34	\$200.00
At Kung Yuen No. 31	1.34	1.34	\$200.00
Chai Kwoi Ling No. 31	1.34	1.34	\$200.00
Ngau Tau Kok No. A/2	1.75	1.75	\$250.00

[590]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, wharf and/or from the wharves and/or Godowns of the said Company. Goods not cleared by Mar. 13th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.,** General Managers.
Hong Kong, March 6th, 1921. [591]

LOST.

LOST—Brown and White Japanese Bitch. Answers to name of Puppy. Will anyone having possession or information of this dog kindly communicate with Mr. A. A. Wilson, Dragon Motor Car Co., Telephone 4821. Any expenses will be paid or reward given. [595]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hong Kong Daily Press*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

INTIMATIONS

NOTICE OF REMOVAL.

M. J. D. STEPHENS, Solicitor,
THE Office has been REMOVED to 1st Floor, No. 15, Connaught Road, Central, (beyond the Post Office).
Hong Kong, March 1st, 1921. [541]

NOTICE.

WE have this day established our selves as Ship, Freight, and Passenger Brokers.
Enquiry solicited from firms interested in this line.

HIN FAT & CO.,

107, Wing Lok Street.
Tel. 3483.
Hong Kong, March 7th, 1921. [575]

SOCIETY OF ST. GEORGE, HONGKONG.

THE ANNUAL GENERAL MEETING of the Society will be held in the City Hall on FRIDAY, 11th MARCH, at 8.30 P.M.

For the following purposes:—
(a) To receive the report of the Committee and statement of accounts for the past year.
(b) To elect the Officers and Committee for the ensuing year.
(c) To consider the manner in which St. George's Day shall be celebrated.
(d) To transact any other business of which due notice has been given.
All members are requested to attend.
C. BLAKER,
Hon. Secretary.
Hong Kong, March 1st, 1921. [585]

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIFTH YEARLY GENERAL MEETING of the Members of the Hong Kong Club, will be held in the Club House on MONDAY, the 14th MARCH, 1921, at 8.30 P.M.
By Order,
A. H. ABBAS,
Secretary. [569]
Hong Kong, March, 5th, 1921.

CHINA SUGAR REFINING CO., LTD.

THE FORTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the General Agent, Polder's Street, on FRIDAY, the 18th MARCH, at 11 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1920.
The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th MARCH, 1921, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hong Kong, February 18th, 1921. [564]

HONGKONG GYMKHANA CLUB.

The following Resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.
"That the Hong Kong GYMKHANA CLUB be wound up and that the Hong Kong JOCKEY CLUB take over all Assets and Liabilities of the Hong Kong GYMKHANA CLUB."
A MEETING of Members of the Hong Kong GYMKHANA CLUB will be held at the Office of the Jockey Club, in Queen's Club Annex, at 12.50 P.M., on FRIDAY, MARCH 18th, for the purpose of confirming the above resolution.
[578]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hong Kong, on SATURDAY, 19th MARCH, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts, for the year ending 31st December, 1920.
The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 12th MARCH, to SATURDAY, 19th MARCH, 1921, (both days inclusive) during which period no transfer of shares can be registered.
By Order of the Board of Directors,
J. H. TAGGART,
Manager.
Hong Kong, March 3rd, 1921. [558]

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hong Kong, on TUESDAY, 29th MARCH, 1921, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 18th to the 28th March, 1921, both days inclusive.
By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, March 7th, 1921. [583]

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hong Kong) REGISTER of the Company will be CLOSED from TUESDAY, 15th March, 1921, to WEDNESDAY, 16th April, 1921, both days inclusive.
By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.
Hong Kong, 7th March, 1921. [572]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for **Boss P. Q. AD. AP. AW. BF. BO. BR. BV.**

TO LET.

ONE LARGE ROOM with Verandah for Office, 14, Des Voeux Road Central, 2nd floor.
Apply to—
N. MODY & CO. [551]

TO LET.

EUROPEAN OFFICES, 1st floor (floor is one block) 16 to 19, Connaught Road Central (with use of lift).
Apply to—
"A. B."
Care of Daily Press Office. [184]

TO LET.

TWO LARGE ROOMS to let for Office, 14, Des Voeux Road Central, Top Floor, ROOM No. 1.
Apply to— [181]

FOR SALE.

62,570 SQUARE FEET OF LAND at Broadwood Road, Wanchung, with 7-Roomed House and Servants' Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to—
GEO. K. HALL BRITTON & Co.,
37, Queen's Road Central. [443]

REPULSE BAY HOTEL.

The approach Roads to the above HOTEL are CLOSED temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the Main Entrance until completion of such work. [440]

REPULSE BAY HOTEL.

BANK HOLIDAY, MONDAY, March 28th, 1921.

FANCY DRESS DINNER DANCE.

At the request of Numerous Patrons, A FANCY DRESS DINNER DANCE will be held on the above date.
Table Reservations can be made at the Hong Kong Hotel (Telephone No. 93) or direct to REPULSE BAY HOTEL (Telephones Nos. 891 and 897). [580]

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at—
Messrs. Lane & Crawford.
"Kelly & Walsh."
"Moutrie."
"Wm. Powell, Ltd."
The Hong Kong Club.
Hong Kong Cricket Club.
Club Lancers.
Victoria Recreation Club.
Kowloon Cricket Club.
Kowloon Bowling Club.
Peak Club.
Club de Recreation.
Craigengower Club.

M. J. BREEN,
Hon. Secretary,
War Memorial Committee.
Hong Kong, December 15th, 1920. [129]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.
No. 24, D'Almeida Street, Telephone No. 2232.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES. [73]

ORDER AT ONCE.

TO SAVE DISAPPOINTMENT.

"DIRECTORY & CHRONICLE"

OF
CHINA, JAPAN, STRAITS SETTLEMENTS, INDU-CHINA, PHILIPPINES
Etc.
for 1921
50th ANNUAL EDITION
containing
1,600 PAGES! 14 MAPS!
THE
DIRECTORY OF THE FAR EAST.

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion.

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Phone 616.

The third sanction is that the amount of duties collected by German Customs Houses on the external frontier of occupied territories shall be paid to the Reparations Commission, these duties to be levied in accordance with the German Tariff. A line of Custom Houses is to be temporarily established on the Rhine and at the boundary bridgeheads occupied by the Allies' troops, and the tariff leviable on this line, both on entry and export of goods, will be determined by the Allied High Commissioner in the Rhine territory, in conformity with instructions by the Allied Government.

The regret that Mr. Lloyd George expressed that it should have been necessary to enforce the penalties will certainly be very widely shared. When the Head of the German delegation last week expressed the opinion that no occasion would arise for enforcing the sanctions, it seemed reasonable to hope for some closer approach in the counter-proposals to the demands made by the Allies; but the new proposals, Mr. Lloyd George said, failed completely to offer a definite and unchallenged settlement, and in a few terse and convincing sentences he justified the statement that "we have been seeking some sort of certainty, and all we have got is the certainty that it will be inadequate." He showed indeed that it was likely to be most miserably inadequate. Any one who has studied the news emanating from Germany will agree with the view that Mr. Lloyd George expressed when he said that Herr von Simons was compelled to answer as he had done by a public opinion which was not ready to pay its debt. We may well distrust the statement that "the majority of Germans are anxious to co-operate in the work of reconstruction," until it is accompanied by evidence that they are willing to bear at least a burden as heavy as the Allies themselves are bearing.

Mr. Lloyd George reiterated at the adjourned conference on Monday that the Paris proposals already represented a considerable abatement of the Allies' claims, and that this abatement had been made with a view to assuring a settlement; and, further, that the Allies were willing to discuss with Germany the length and period of the annuities, and also an alternative method to the 12 per cent. for adjusting the annuity to Germany's prosperity. When we are told that if Germany carries out the Paris proposals her aggregate payments to the Allies will be only a quarter of the war charges of Great Britain alone, and that, in the case of France, Germany would have to find this year only a ninth of France's liabilities, it will be obvious that the Allies are showing no undue severity towards Germany. The problem is to bring the German people to a realisation of that fact. In the meantime we can but trust that the Germans will acquiesce in the sanctions as completely as they have acquiesced in the Allied occupation of the left bank of the Rhine.

BIRTHS.
BERTHE—At Shanghai, on February 27th, to Mr. and Mrs. E. A. BERTHE, a son.
DAVIES—At Shanghai, on March 1st, to Mr. and Mrs. H. O. DAVIES, a son.
SMITH—At Shanghai, on March 1st, to Mr. and Mrs. SYDNEY SMITH, a son.
MARRIAGES.
BOWEY—THORMAN—In London, on Jan. 19th, NORMAN BOWEY, of John Richards & Co., Shanghai, to ELANOR, only daughter of Mr. and Mrs. John Marshall Thorman, of Wilton Castle, County Durham.
CAMERON—CRAGG—At Shanghai, on March 1st, JOHN WAT CAMERON, to CONSTANCE CRAIG, M.A.
DEATHS.
MOODY—On board a.s. *Ethel*, in the Red Sea, on February 7th, Capt. F. A. MOODY, aged 37 years.
TWENTYMAN—At Harrogate, on February 23rd, the wife of J. R. TWENTYMAN, Kirby Misperton Hall, Pickering, Yorkshire, England.

Mr. Guy Hillier, Agent of the Hong Kong and Shanghai Bank in Peking, and Mrs. Hillier have returned from England.

Several drivers of motor-cars were prosecuted by the police at the Magistracy yesterday for various breaches of the traffic regulations. In three cases fines of \$5 were imposed, and in one—a case of reckless driving on Pokfulam Road—a fine of \$10 was inflicted.

We are asked to announce that Mr. R. K. Simpson, of the University, will read a paper on "Contemporary Literature" to the Reading Circle at the Helena May Institute at 10.30 a.m., on Thursday next, the 10th of March. All members of the Institute are cordially invited.—Adv.

Mr. Chow Tze-chi, Minister of Finance, proposes to develop all the mines in the country as a means to obtain extra revenue. President Han Shih-chang has given his assent, states a telegram to the Chinese Press. To develop "all the mines" of China is a very large order.

The Tokyo Peace Exhibition, which is to be held in Tokyo during March of next year, will be the largest exhibition of its kind ever held in Japan, according to the plans now being formed under the direction of Doctor Sano, who is in charge of the construction of the building.

At the Magistracy, yesterday, Mr. G. N. Orme expressed his inability to alter the sentence of six months' hard labour, without the option of a fine, passed on a Chinese for the possession of a dagger while engaged in a brawl at West Point. Mr. Vaux, for the defendant, undertook to have the defendant sent back to the country, and spoke of the defendant's good conduct. The Magistrate, however, confirmed the sentence.

Mr. Edwin Denby, the new Secretary of the United States Navy, was in the Chinese Customs Service under Sir Robert Hart, inspector-general, for seven years, from 1887 to 1894, serving successively in a number of Chinese ports. His father was United States Minister at Peking from 1885 to 1897 and Mr. Charles Denby, who is now on his way to America after a business trip to the Orient, served successively as secretary of the American Legation at Peking and as consul-general at Shanghai, holding the latter post from 1907 to 1909.

A German named Ernest Adolf Richter, who was for twenty years connected with the Yokohama firm of Langfeldt & Co., now defunct, but was deported by the Japanese authorities in 1915, sought to re-enter Japan recently. Permission for him to land was refused. Since his deportation Richter had resided at Shanghai. The exile's wife (a Japanese) and three children remained in Japan. The police refused to allow an interview between Richter and his wife when he returned to Yokohama recently. He was detained on the ship that brought him from Shanghai, and was being watched by three policemen. It was stated that Richter would be taken back to Shanghai on the Japanese ship that brought him to Yokohama.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

PHILIPPINES' INDEPENDENCE.

GENERAL WOOD TO STUDY PROBLEM.

WASHINGTON, March 7th.
President Harding has instructed General Leonard Wood to proceed to the Philippines to study conditions in the light of the Filipinos' aspirations towards independence.

THE WRECK OF THE "HONG MOH."

GALLANT RESCUE WORK BY CAPT. OF H.M.S. "CARLISLE."

In connection with the rescue work by H.M.S. *Carlisle* at the scene of the wreck of the *Hong Moh*, (on the Boat Rocks and not actually on the Lamcocks, as previously reported), mention is made of the particularly gallant personal efforts of Captain Evans, C.B., D.S.O., who put off from the ship in a motor-boat with a cutter in tow. The N.E. monsoon was very strong at the time and a very heavy sea was running. When the motor-boat got near to the wreck a number of exhausted survivors were observed to be still on the unsubmerged part of the forecastle, and Captain Evans stripped and swam to the wreck with a life line and succeeded in taking off several survivors, leaving aboard only one man who was dead in the rigging. When at another time the propeller of the motor-boat fouled in wreckage Captain Evans again stripped and entered the water to clear away the obstruction assisted by an able seaman. It is stated that Captain Evans was himself instrumental in saving about a hundred lives. The whole ship's company of the *Carlisle*, as well as the ship's company of H.M.S. *Fozglove* rendered most valuable service.

There is no definite information as to how many lives were lost in the disaster, but it is computed that the number can hardly be less than 500 or 600. She is stated to have had on board about 800 coolies from the Straits Settlements.

Captain Holmes, the master of the ship, who perished in the disaster, had lived for many years in Kowloon with his mother, who is still alive. Mr. Chris Holmes, Superintendent Engineer of Messrs. Jardine, Matheson & Co., now at home on leave, is a brother of the unfortunate skipper, and another brother, Mr. Ivy Holmes, is chief engineer in one of the new steamers of the Indo-China Steam Navigation Co.

FIRE CRACKER FACTORY EXPLOSION.

VERDICT OF "ACCIDENTAL DEATH."

The Coroner's inquiry into the death of the victims in the explosion at Hoi San Fire Cracker Factory, Ho Mun Tin, was concluded at the Magistracy, yesterday. Mr. G. N. Orme was Coroner and the jury consisted of Messrs. F. H. Smith, R. A. Green and G. T. Eveleigh. After further evidence of the work-people had been taken, the jury brought in a verdict of "accidental death," and expressed the opinion that greater care should have been exercised in the conduct of the factory.

ALLIES' NIGHT MARCH: TROOPS ENTER DUSSELDORF. LEAGUE OF NATIONS: PRESIDENT HARDING'S DECISION. TURKS TAKE BATUM.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ALLIES' FORCES OCCUPY DUSSELDORF. BRITISH DETACHMENT FROM COLOGNE.

London, March 8th.

The briefest period has elapsed between the breakdown of the conference and the carrying out of the military part of the sanctions, for Reuter's Paris correspondent announces that, according to semi-official information from Düsseldorf, last night, the first French detachments marching on Düsseldorf have arrived at Benrath on the border of the occupied regions.

Reuter's Berlin correspondent confirms this.

A British detachment from Cologne in the neighbourhood is to participate in the occupation. General Degoutte is in supreme command.

[Benrath is a small village 8 miles south-east of Düsseldorf.]

ALLIES IN DUSSELDORF.

Paris, March 8th.

Düsseldorf was occupied at dawn by the Allies, who advanced in the night and were transported by lorries and a flotilla of boats.

The British contingent consisted of cavalry and tanks, the Belgian contingent of infantry, and the French contingent of cavalry, infantry, engineers, artillery, and armoured cars.

While the Belgians crossed the Rhine bridge, the British and the French marched along the right bank from the Cologne bridgehead, entering Düsseldorf from the south-east.

General Degoutte's headquarters have been transferred to Neuss.

[Neuss is a town on the left bank of the Rhine, 34 miles S.W. by W. Düsseldorf.]

GERMAN PROCLAMATION OF PROTEST.

Berlin, March 8th.

Herren Ebert and Fehrenbach have issued a proclamation which protests against "the unprecedented and unfulfillable demands which our opponents in the World War have sought to impose on ourselves, our children and grand-children. Honour and self-respect forbid us from signing the contract, which the work of generations would not suffice to execute."

The proclamation declares that the occupation of further German territory is a breach of the Treaty of Versailles. It says, "We are defenceless and unable to oppose force with force, but can cry out, so that all still recognising the voice of righteousness may hear that Right is being downtrodden by Might."

The proclamation exhorts the German people "to meet foreign violence with dignified calm and a lofty front, and not to be provoked into thoughtless acts, but endure and trust the Government, which will not rest till foreign Might yield to Right."

BARON HAYASHI SUPPORTS
FRENCH VIEWPOINT.

Paris, March 8th.

The Daily Telegraph's diplomatic correspondent, in course of a survey of Mr. Lloyd George's project of reparations (mentioned yesterday) mentions that Baron Hayashi, speaking feelingly and deliberately, recognised the justice of M. Briand's contention as regards the necessity of applying force. This is the first time, he points out, that Baron Hayashi has differed from the British standpoint of reluctance to resort to military penalties until the utmost limits have been exhausted in securing an agreement.

GERMANY'S HOPES DASHED TO
EARTH.

Paris, March 8th.

The papers comment favourably on President Harding's message. It is especially noticed that the message sets to naught Germany's hope of the intervention of the United States in her favour.—Havas.

EARLIER CABLES.

MILITARY MOVEMENTS ORDERED.

London, March 7th.

At the conclusion of the Conference, a telegram was despatched directing the military movements to begin to-morrow. The German delegates are leaving for home at two o'clock in the afternoon to-morrow.

NEW CUSTOMS REGIME.

London, March 7th.

The new Customs regime in the occupied territories will come into force on Thursday.

GERMAN OFFER REJECTED.

Paris, March 7th.

The Allies have rejected the latest German offer, which, while accepting the Paris Conference figures, made them subject to revision after five years and insisted upon an International Law to Germany and the retention of Upper Silesia under German rule. The Allies agreed upon a plan including thirty yearly payments each of three billions of marks (gold) and a 30 per cent. tax on German exports. A special Committee was to decide on compensations so as to make up the discrepancies between the plan and the amounts previously agreed on in Paris.—Havas.

GERMAN FOREIGN MINISTER'S
STATEMENT.

London, March 7th.

Herr von Simons, continuing his statement before the Conference, said, "It is entirely for the Allies to decide whether we submit to such a proposal to-day. If you agree, then we will do our best to co-operate with your experts with a view to establishing, as soon as possible, a comprehensive plan of reparations covering thirty years. If, however, you insist on our immediately making a fixed total offer, we must ask for a delay of a week to consult the Berlin Cabinet."

Herr von Simons asserted that the difference between the Paris decisions and the German counter-proposals did not mean that Germany intended to evade her obligations or to mock the Treaty. It was a question of the capacity of Germany's economic organisation. They had left nothing untried since Thursday, to explain the "spirit of the counter-proposals, to clear up mistakes and to find other ways to an understanding. According to the declaration of the Allies," said Dr. von Simons, "the Paris resolutions are intended to meet us half-way. We prefer for a time, after the lapse of five years, not to make use of this intention to meet us but to get in fact the present provisions of the Peace Treaty. I am unable to see how far this can be regarded as a willful and deliberate refusal on the part of Germany."

Dr. von Simons said he preferred that the settlement of the total reparations debt be calculated according to the provisions of the Peace Treaty. As regards Mr. Lloyd George's ruling that Germany's guilt must be considered as the basis of the Treaty, Dr. von Simons said he deliberately avoided speaking on the question of war guilt, because that would make an understanding more difficult. He declared that the Treaty of Frankfurt was based on the assumption that the vanquished, and not the guilty party, should pay the costs of the war. History alone was able to decide who was responsible for the World War. He was far from wishing to absolve the German Government from responsibility, but whether a single nation, and that nation Germany, was exclusively guilty had not been finally decided by the Treaty of Versailles. The Treaty of Versailles was lawful for us because we signed it, thus not merely admitting that we lost the war but signing the judgment. Mr. Lloyd George had emphasised that it was *chose jugée*, but Dr. von Simons contended that any law reserved the possibility of invalidating *chose jugée*, if the condemned party furnished new proofs.

Dr. von Simons dwelt on the emotions of his four visits to the devastated areas, and said that the majority of Germans were anxious to co-operate in the work of reconstruction. He deplored the doubts cast on their proposals to deal with a task of such immense difficulty, and declared that Mr. Lloyd George's statement that German taxation was lower than that of the Allies was based on the Allied experts' wrong method of calculating. He quoted figures from the Memorandum of the League of Nations to support his contention that Germany was more heavily burdened than England and France, and warned the Allies not to attempt to squeeze from Germany more payment than she was able to give. He declared that the menace of penalties was not justified by the Peace Treaty, and was a contradiction of the League of Nations' pact. Dr. von Simons said Germany was not a member of the League of Nations, but she had signed the pact of the

League, and he, therefore, on behalf of the German Government, announced an appeal to the Assembly of the League against the sanctions with which they were menaced.

Dr. von Simons concluded by declaring that if any sanction failed to attain its purpose, it must call for new sanctions, thus eventually preparing a new state of violence, but all wanted to leave the unhealthy atmosphere of compulsion and enter the wholesome atmosphere of voluntary co-operation. Common distress was only removable by common effort, and Germany was ready to exert herself more than others. He appealed to the Allies to assist Germany in finding ways to fulfil her obligations, saying this could best be solved by technical experts appointed by both sides.

MR. LLOYD GEORGE'S REPLY.

Mr. Lloyd George, replying to Dr. von Simons, said that the Allies, neutrals and Germany all insisted upon the clamant necessity of reaching a definite settlement of outstanding questions, particularly the determination of the total indemnities. It was sound commonsense, in the interests of the peace and prosperity of the world, to realise the futility of endeavouring to reconstruct the future on a rocking foundation, but to discover something, however low, which touches bottom in the paramount interests of the world, including Germany. The latter's proposals fail completely.

"Until we get from Germany proposals that mean a definite and unchallenged settlement, there cannot be peace between us," said Mr. Lloyd George. "Dr. von Simons' offer appears to accept the Paris proposals for five years but even this is uncertain, because in the event of the Upper Silesia plebiscite going against Germany, the whole scheme falls through. Even assuming that the plebiscite is favourable to Germany and we are ready to accept the conditions about German trade, what will happen at the end of five years? We have no proposal, not even a minimum figure, not even the precise method of arriving at a figure. Therefore, the situation is not only perfectly vague, it is disquieting, since the payments now offered will not be paid from current revenue but will involve a loan. Germany thus mortgages her future, necessitating a lien on the income of subsequent years, in order to pay the annuities of the first five years. We have been seeking some sort of certainty; all we have got is the certainty that it will be inadequate."

Mr. Lloyd George continued: "Even if Germany entirely loses Silesia, her population will still be ten millions in excess of the United Kingdom, which at present has a million unemployed on account of the war, in addition to having to provide £600,000,000 in pensions. Thus, if Germany carries out the Paris proposals her aggregate payments to the Allies will only be a quarter of the war charges of Great Britain alone. The French case is more striking. In addition to a heavy pension list, France is compelled to find twelve milliard francs to repair devastations. Consequently, Germany this year will have to find for all the Allies only a ninth of France's liabilities. Yet Herr von Simons talks of the economic sacrifices of Germany, clearly showing that Germany has not yet realised the essential facts of the situation."

Mr. Lloyd George dismissed the difficulty of paying beyond the frontier as being, as surmountable as the currency question. The Premier emphasised that Herr von Simons refused to accept responsibility for the war, which was the basis of the Peace Treaty, but appealed to revise the sentence. Mr. Lloyd George said he uneasily suspected that Germany intended on this point that history should begin five years hence. The Allies cannot discuss on that basis. Unless Germany is prepared to act on the fundamental realisation of her responsibility, it will be impossible to discover an arrangement calculated to produce an atmosphere of confidence and goodwill, which is essential to the peace of Europe. The Paris proposals already represented a considerable abatement of the Allies' claims, and were advanced with a view to assuring a settlement. We were willing to discuss with Germany the length of the period of annuities and, also, an alternative method to the 19 per cent. export duty for adjusting the annuity to Germany's prosperity. But we demand immediately, firstly, a settlement of the amount of payments or the factors which should automatically determine those amounts in accordance with Germany's prosperity, and, secondly, an arrangement as regards the method of the payment which will preclude the possibility of further discussions and quarrels.

Mr. Lloyd George asked Herr von Simons' forgiveness for expressing the opinion that the latter was not a free agent, but was compelled to answer to a public opinion which was not ready to pay the debt. The Premier concluded by insisting on the necessity of an immediate and definite settlement. In consequence of the fact that the German proposals were simply an evasive postponement, the Allies regretfully concluded that the penalties must be enforced immediately.

A GERMAN PROTEST.

Herr von Simons, replying to Mr. Lloyd George, complained of the Allies' refusal to grant a brief delay in order to consult Berlin. He expressed agreement with the Allies' suggestion for taxing German goods delivered to Allied countries, but regretted that German public opinion would discredit this proposal, on account of its inclusion among the Allies' sanctions. He further agreed with the Allies' intention for an examination as regards the method of payment, but deplored the fact that the joint committee of experts who would deliberate thereon would meet in an atmosphere embittered by the enforcement of sanctions, against which he formally and solemnly protested.

LATEST CABLES.

LEAGUE OF NATIONS.
PRESIDENT OF THE COUNCIL.

Paris, March 8th.

The Brazilian Ambassador, Senor Da Cunha, is to continue as president of the Council of the League of Nations.—Havas.

PRESIDENT HARDING'S DECISION.

London, March 8th.

The Times' New York correspondent understands that President Harding has definitely decided to send seven commissioners, probably headed by Senator Elihu Root, to London to ascertain if the Allies are willing to agree to the inclusion of the United States in the Association of Nations on terms definitely excluding any obligation on the part of the United States to guarantee the peace of Europe.

RISINGS IN RUSSIA.
KRONSTADT FIRING IN DIREC-
TION OF PETROGRAD.

London, March 8th.

Reuter's Helsinki correspondent says Kronstadters have begun to bombard Petrograd following on the igniting of the Kronstadt, Revolutionary Government's ultimatum to the Soviet.

Petrograd is silent, but some Soviet fort batteries on the Finnish Gulf are replying, although the fortress Krasnaya Gorka is firing in the direction of Petrograd where numerous fires are raging and they are observable from the Finnish border.

It is reported that rebels have captured Gramenbaum Fort. The Reds have retired to Gatchina, where they are strongly concentrating.

EDINBURGH UNIVERSITY
STUDENTS.

ARRIVAL IN PARIS.

Paris, March 8th.

Thirty-four medical students from the University of Edinburgh have arrived in Paris for a course of studies.—Havas.

TURKS OCCUPY BATUM.

Constantinople, March 8th.

It is reported that the Kemalists have occupied Batum.

M. C. C. TOUR.

Benalla Seventeen-Defeated.

Benalla, March 8th.

The Marylebone Cricket Club defeated a Seventeen of Benalla by an innings and 101 runs.

The M.C.C. made 348 for 6 wickets, Rhodes making 71, Dolphin 88, Hendren 69, and Fender 83 unfinished.

Benalla, in their first innings, made 80, Waddington took 10 wickets for 31 runs, including a hat-trick. Howell took 5 wickets for 23 runs.

Benalla were able to score only 178 runs in their second innings.

OBITUARY.

New York, March 8th.

The death is announced of Colonel G. W. Macfarlane, ex-Chamberlain to the King of Hawaii.

EARLIER CABLES.

WAR IN PANAMA.
UNITED STATES' SUCCESSFUL
MEDIATION.

New York, March 7th.

Costa Rican forces are withdrawing from the disputed territories. An armistice is pending, and Panama is negotiating through the mediation of the United States.

WAGES REDUCTION MOVE-
MENT.AMERICAN SHIPBUILDERS GIVE
NOTICE.

New York, March 7th.

The largest shipyards have given notice of a 10 per cent. reduction in wages to thirty thousand workers from the 1st of April.

PENISTONE BYE-ELECTION.
ANOTHER LABOUR VICTORY.

London, March 7th.

The by-election at Penistone resulted as follows:—
Mr. Gillis (Labour) 8,560
Mr. W. M. R. Pringle (Independ-
ent Liberal) 7,694
Mr. Albert Hinchcliffe (Coalition
Liberal) 7,123

BOMBAY MILL STRIKE.

Bombay, March 7th.

Two thousand operatives at the Simplex Mill have struck to show solidarity over a dismissed colleague.

COMPANY REPORT.

HONGKONG AND WHAMPOA DOCK
CO., LTD.

The report of the Directors for the year ending 31st December, 1920, states:—
The gross profit for the year is \$4,385,189.14
After paying in-
terest \$20,884.30
And depreciating
plant, etc., by 1,442,734.63
And paying a
bonus to staff of 110,000.00
1,573,618.83

There remains a net profit of \$2,811,570.91

And adding amount
brought forward
as per last re-
port \$978,045.62
Less interim divi-
dend paid 11th
October, 1920 240,000.00
\$ 738,045.62

Leaves available a sum of \$3,547,616.83

which the Directors recommend to be appropriated as follows:—

To pay a final
dividend at the
rate of 10 per
cent. per annum
or \$5 per share. \$ 300,000.00
To pay a bonus to
shareholders of
\$11 per share 680,000.00
To transfer to re-
serve fund 1,750,000.00
To carry forward
to new account 837,616.83
\$3,547,616.83

Directors.—In accordance with Article No. 90 of the Company's Articles of Association, the Hon. Mr. John Johnstone and Mr. G. M. Dodwell retire by rotation, and offer themselves for re-election. Mr. G. W. Barton retired from the Board on leaving the Colony, and Mr. H. P. White was invited to join the Board in his place. Sir Robert Ho Tung was also invited to join the Board and these appointments require confirmation at this meeting. Mr. A. S. Sorensen resigned on leaving the Colony. Mr. H. P. White has been appointed Chairman for the year 1921.

Auditors.—The accounts have been audited by Mr. H. Percy Smith, F.C.A., and Mr. A. R. Lowe, F.C.A., who retire and offer themselves for re-election.

FINED FOR A COSTLY FIRE.

YOKOHAMA FOREIGN RESIDENT'S
UNPLEASANT SURPRISE.

The residence of Mr. Fred G. Woodruff, one of the oldest and most respected British residents of Yokohama, who arrived in Yokohama in 1859, was burnt to the ground, recently through an accident. Mr. Woodruff lost everything, including cherished family souvenirs that are irreplaceable, and, as the insurance on his house was based on the cost of construction over twenty years ago, he was very much under-insured.

On the top of his trouble, however, he received a formal Notice from the Police authorities, fining him for the fire. The Notice read:—

"If you admit that a fire occurred in your house, No. 29 Bluff, on January 29th last, you must pay a fine of ¥30. If you object, you will have to lodge a protest in writing in three days, commencing February 18th, and the case will go to public trial. If you refuse to pay, you will be detained ten days."

Inquiry, says the Japan Gazette, resulted in the information that such fines are always imposed upon the Japanese who are so unfortunate as to have a fire start in their residence—the object probably being to inculcate carefulness—but we do not remember having heard of this "fire fine" having been imposed, before, on a foreign resident.

However, it appears that the fine is imposed under the Imperial Criminal Law, which applies, of course, to foreign residents of Japan as well as Japanese. The Japanese Criminal Code distinguishes between arson and accidental fire. Punishment for arson is very severe, ranging from the death penalty in extreme instances to penal servitude for six months as a minimum, according to Arts. 108 and 109 of the Code. Accidental fire is punished by a fine not exceeding ¥200, when inhabited houses, ships, etc., whether belonging to oneself or to others, or when uninhabited houses belonging to others, are burnt; or when uninhabited houses, etc., belonging to oneself are burnt and a public danger thereby created, according to Art. 110 Criminal Code. The fine when one's own property is accidentally burnt is evidently to ensure due caution being exercised even where no personal loss is to be feared, e.g., if the burnt property is fully insured (as it was not in this local case under consideration), and a deterrent fine is, therefore, imposed. In this country of inflammable buildings, it would be foolish to cavil at such a measure, and there can, of course, be no question of exemption of a foreigner from the requirements of a national law framed for the public safety.

We understand that, acting on the advice of his official representatives, Mr. Woodruff paid the fine.

HILARITIES.

In the Ho Kom Tong handicap tournament, yesterday, E. Thomas (—150) beat Ho Sai Man (—150) by 70 points, and R. Thomas (—175) beat F. E. Silva (—200) by 27 points.

To-day, T. B. Golding meets Wong Po Hong, and J. Parkes plays against Sgt. Major Stroud.

SALVING SUNKEN SHIPS.

It is estimated that during the war merchant shipping suffered losses of nearly 15,000,000 tons gross at an estimated value of over £1,000,000,000, and many of the wrecks around Great Britain's coasts provide opportunity for considerable resource and effort in salvage operations. There are also the now historic cases of those vessels purposely sunk in carefully predetermined positions, with a view to blocking up the enemy's submarines. Those at the entrance to the Zebrugge Canal and Ostend Harbour are of special note. In these cases the vessels had become heavily silted up, and difficult thus attached to their removal. The work of removing the three obsolete cruisers from Zebrugge Canal was undertaken by the Admiralty authorities, and the difficulty of passing lifting hawsers underneath the hulls was at once encountered. Now the disintegrating effects of high-pressure hydraulic jets is well known, and it was at once proposed to utilise this means of working out channels below the vessels in order to pass through the hawsers. For this purpose the services of this powerful fire-boat built by Merryweathers were requisitioned. The pumps have a capacity of 4,000 gallons a minute, at a pressure of 100lb. per square inch. The monitors were removed from the deck of the fire-boat, attached to a heavy frame, and anchored at the bottom of the sea. Manipulated by divers, they soon churned out an opening into which the monitors sank until beneath the level of the bottom of the hull. From this position tunnels were bored out below the vessel, the material loosened out being drawn up through a hose, and deposited at a convenient distance from the scene of operations. Hawsers were then drawn through these tunnels from the lifting bulks, and the vessels thus raised.

Similar revolutionary methods were employed when the "Merryweather" salvage boat *Ironclad* removed the *Vindictive* from the position at the entrance to the harbour at Ostend, and there thus appears to be a big possibility of salvage operations of a successful character in many other instances which otherwise would have presented insuperable difficulties. When a vessel merely stands on the sea-bottom no such operations are necessary.

ELECTRO-MAGNETIC METHOD.
From time to time electrical methods have been devised for raising steel ships. Powerful electro-magnets attached to submersible pontoons constitute the feature of a new system of lifting in cases especially where the vessel is outside the reach of a diver's operations. Many of the vessels round the British coast are below the level of easy manipulation by divers. In the new system submersible pontoons are constructed with a number of separated air-compartments, which enable the pontoon to be tilted in any direction. The pontoon carries a conning tower which contains the necessary electrical and pneumatic appliances, and also telephones for communication to the controlling tug. A feature of the system is that operators work under only atmospheric pressure. One side of a pontoon is fitted with electro-magnets by which a grip is obtained with the vessel, which thus must be of wood or concrete.

In the operation of salvage two such pontoons are lowered on opposite sides of the vessel to be raised, and powerful searchlights permit of a clear vision of the wreck. Telephonic communication with the controlling tug admits of instructions concerning the manoeuvring necessary to bring the pontoons close to the vessel. As may be necessary to obtain a good grip, the place of contact can be cleared of growths by high-pressure jets, and, on exciting the electro-magnets the pontoons adhere to the side of the vessel. Should the vessel occupy a tilting position the pontoon can be similarly tilted. Air at high pressure is now forced into the pontoons, displacing the water and causing them to rise, bringing up the vessel sandwiched between them. Reaching the surface, and while still in contact, the vessel and pontoons are towed ashore and beached. For the whole of these operations a comparatively short time is claimed, a contrast to the usual operations which necessitate diving, and even where the electro-magnetic method, with its labour-saving, is claimed to eliminate competition, and by its nominal cost of operation entirely to cover salvage where the vessel is subsequently only fit for scrap and the cargo of no value.—Daily Telegraph.

Nothing can lighten our trials but our own unrelenting labour.—The Poet Laureate.

RAILWAY CONSTRUCTION IN
CHINA.

THE AMOY LINE.

Since the civil war of 1917, the northern section of the Changchow-Amoy Railway has been held by Northern troops, while the Southern have held the southern section. The Chingtungchiao section has been destroyed for military reasons.

The railway company has now suggested that it shall proceed with construction of the whole line, as the Southern troops have withdrawn. The Ministry of Communications at Peking approves this proposal, and a meeting of the shareholders will shortly discuss the matter.

The Ministry also approves the construction of double track from Tangshan to Shanhaiwan on the Peking-Mukden Railway in order to facilitate the transportation of coal. The estimated cost is five million dollars, to which must be added the cost of fourteen locomotives (\$140,000) and 150 trucks (300,000).

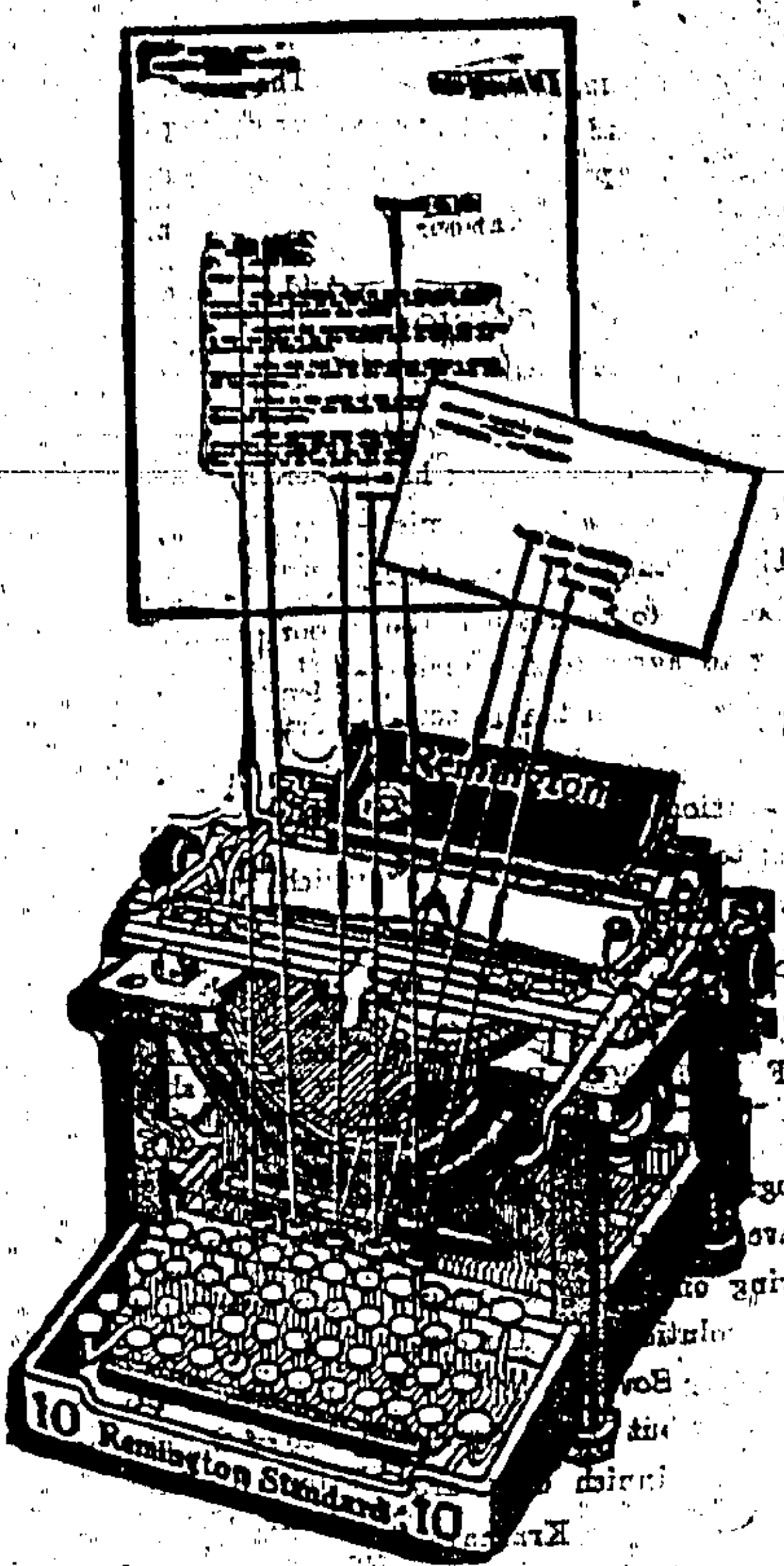
Nothing can lighten our trials but our own unrelenting labour.—The Poet Laureate.

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of the Visible Model 10 Remington? To know it is to know the greatest recent improvement of the writing machine.

The Column Selector permits instant movement of the carriage to any point on the line. No stop-to-stop movement; no tedious hand adjustments; just one touch on a key and it is done.

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AGENTS

Hongkong.

17, Connaught Road, Central.

DIOCESAN CONFERENCE.

(Continued from page 3.)

The results of the work in the past months are now beginning to show themselves. The cadets and men are coming into the institute without having to be sought.

The bathing parties in summer and the visit to places of interest by the Dayspring in winter are features of the Chaplain's activities that are keenly appreciated while the concerts and dances arranged in the institute are always well attended.

The Chaplain desires to thank those who have sent books, magazines, newspapers, etc. These are continually being asked for. It is information about home they are always seeking so that any literature no matter how old it is which conveys that information is always welcomed.

The Chaplain also desires to thank warmly those firms which have contributed so generously to the Mission and kept it in being.

Personally I can vouch for the splendid nature of the work Mr. Waldegrave is doing. It is evidenced by the kind inquiries about his health as soon as I go on board a ship and by the numerous attempts made to see him in hospital.

There is no field of work so promising, nor yet so congenial to my mind as that among these seamen who filled with that spirit of humility which comes with contact with the big forces of nature, and having a great capacity for action approach very near to the Christian ideal of manhood.

The Conference heartily applauded the report, and the CHAIRMAN said he hoped several of the suggestions contained in it would soon come into force.

Reports on extra-diocesan activities were next received.

THE NAVY.

The Rev. H. S. CHOLE-REES, in an account of work in the Navy, mentioned that there were 10,000 bluejackets on the books of ships attached to the station, and 85 per cent. of them were returned as members of the Church of England. Each big ship was to have her own chaplain; seven would be appointed to the station as the right type of man became available. Work at Canton needed special attention; there were many temptations there and many cases of disease were reported. A chaplain's whole-time efforts there would be well rewarded.

THE ARMY.

The Rev. M. SNEWELL said that Church work amongst the Army was hampered through several causes, some temporary and some permanent. There were constant changes of personnel; 75 per cent. of the married families changed during the year. The absence of a Garrison Church was a drawback, in spite of the hospitality and kindness of the Cathedral Chaplain. A really good club for the services and civilians would soon bring into existence. A second chaplain was needed, but the regulations did not allow for more than one. He thanked the members of the civilian population who had contributed in many ways to the well-being of the troops.

AFTERNOON SESSION.

MISSIONARY WORK.

Major WALMSLEY presented the report of the Church Missionary Association, in which he emphasized the importance of missionary work amongst young people, "if the rising generation were to be kept from the blighting influence of the sordid selfishness of the present day."

A PERMANENT CONFERENCE BODY.

Discussion took place as to the permanent constitution of the Diocesan Conference. Archdeacon BARNETT urged the meeting to approach this question from the Colonial and not from the English point of view, i.e., in regard to a Church that was not established. A Chinese synod already existed in the diocese and the relations of this and the Conference needed consideration. It was referred to the Standing Committee to prepare a draft constitution.

NEED FOR CENTRALISATION.

The Bishop addressed the Conference on the need for centralisation of diocesan administration, and the provision of a Diocesan Fund, additional clergy for administrative work, and clerical assistance.

A Diocesan Standing Committee and Finance Committee were appointed subject to the consent to stand of the members nominated. The names of those forming these committees will be published in an early issue of the Daily Press.

VICTORIA DIOCESAN ASSOCIATION.

An interesting new organisation at home, brought into being at the instance of the Bishop of Victoria before he came to Hongkong, was mentioned. This was the Victoria Diocesan Association, whose object is to band together all at home interested in the diocese and to form a link between those here and at home who are interested in the Colony. There are already 450 members in England and, as the Bishop remarked, if everyone in Hongkong who has connections at home will interest them in the Association, the membership will soon be greatly increased.

The Conference decided to form a Hongkong Branch of the Association, with Miss Duff, Mrs. Severn and Mrs. Wyndham as hon. secretaries. The relations of the Church Missionary Association with the new body were considered at some length and it was decided to ask the Missionary Association to hold a special meeting on the subject. The new body would seek to promote missionary work, as well as other activities in the diocese, but the desire was expressed to safeguard the efforts already being made for missionary work. This concluded the business of the Conference.

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DAIRY FARM NEWS.

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WEATHER REPORT.

March 8th. at 11.27.—Pressure has decreased moderately at Weihaiwei, and slightly at other reporting stations.

The anti-cyclone has weakened and moved eastward.

The monsoon is interrupted to the north of Foochow. It will remain fresh to moderate over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.88 inches against an average of 3.65 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Road	E. winds, moderate; fair.
Formosa Channel	N.E. winds, strong, moderating.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

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FUTURE having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.For **SHANGHAI**S.S. "TRIESTE" ... sailing on or about 23rd March.
Passengers' Luggage can be insured at the Office of the Agents.**NANYO YUSEN KAISHA, Ltd.**

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S.S. "BORNEO MARU" ... sailing on or about 24th March.For **JAPAN****OCEAN TRANSPORT Co., Ltd.**

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KASHIMA MARU (omitting Manila) ... Wednesday, 20th Apr., at 11 a.m.
SUWA MARU ... Friday, 6th May, at 11 a.m.**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.KLEIST ... Friday, 11th Mar., at 11 a.m.
MISHIMA MARU ... Friday, 18th Mar., at 11 a.m.
BADO MARU ... Friday, 1st Apr., at 11 a.m.
KITANO MARU ... Friday, 15th Apr., at 11 a.m.**HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.**

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Friday, 11th March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.TANGO MARU ... Monday, 28th Mar., at 11 a.m.
NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.
AKI MARU ... Tuesday, 17th May, at 11 a.m.**NEW YORK** via Suez.

AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via CAPE.

WAKASA MARU (sailing from Singapore) ... Friday, 29th April.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA MARU ... Saturday, 26th March.

CALCUTTA & BANGCOON via Singapore & Penang.

MURORAN MARU ... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HELIN MARU ... Tuesday, 15th March.

INADA MARU ... Friday, 18th Mar., at 11 a.m.

YAGATO MARU ... Monday, 21st March.

KAMO MARU ... Thursday, 31st Mar., at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA**
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George's Building.Telephone 3165.
Telegrams "Ferryprince."**BERLIN'S BURGLAR KING.**

AN AMAZING CRIMINAL.

REMARKABLE SPEECH.

Emil Strauss, who stood, heavily manacled, in the Berlin courts in January has a record containing a number of original and remarkable achievements. He invented a new technique of house-breaking which was only practicable for a man who could go up and down walls like a monkey and over roofs like a cat. In a critical juncture of his career he used this technique to break into Berlin's Scotland Yard and steal the finest set of burglar's outfit to be found among the treasures of his criminal museum. It was the outfit of his brilliant strokes was to disguise himself as a warder and, with the help of forged documents, take over from a Berlin prison the custody of his brother, Erich, who was one of his partners in the dock. The charges against them make a long list, and include the killing of one policeman and the binding of another.

As soon as the presiding judge asked him to give an account of his past Emil Strauss turned to the jury and delivered a speech which, of its kind and for its purposes, was really a masterpiece. It was couched in carefully chosen language, and bristled with quotations from the Bible and the German classics. It was in vain that the judge tried to check the flow of this oration. With easy nonchalance Strauss waved his interruptions aside, and proceeded smoothly on his way, not in the least perturbed by the interruptions from the Bench. In the end the judge surrendered, and allowed him to take his own course.

JUDGE AND PRISONER.

"Gentlemen of the jury," began the prisoner, "it is your task to administer the law and justice, to decide as to the life and death of a man who—here the judge hastily interposed the remark, 'You are not to deliver a speech, but to tell us the details of your life.'"

"That is precisely what I am doing," replied Strauss calmly, and he continued, "Your decision must be according to law and justice, and it goes without saying that those attending must be given, not only to the case, but also to the person concerned—that is to say, to the cardinal factor of his past life, especially as you have here to deal with a man

"You must not make a speech," insisted the judge, but this time Strauss did not condescend to reply to him or allow the thread of his eloquence to be broken, and continued—"who for years has had the reputation of being one of the most dangerous criminals of Berlin. For this truly melancholy fact I have to thank, not my own activity, but that of certain fabricators of sensational newspaper articles who do not hesitate to cut strips out of the skins of their fellow-men."

"You are not coming to the story of your life," objected the judge.

"That is coming immediately," said the prisoner. "This melancholy 'fame

"But you must tell us the story of your life," urged the judge.

"EXPENSIVE GLORIFICATION."

This time Strauss turned to the Bench and somewhat irritably exclaimed, "If you persistently interrupt me I cannot continue." His outburst was effective, and he was allowed to go on with his tale in his own way, which he did as follows:—

"The false nimbus of the burglar-king has cost me so dear that I am not minded any longer to listen to this expensive glorification. According to the accounts which have been given of me, I can be regarded only as the veritable scum of humanity. Those who know me personally have certainly a much better opinion of me. To provide you with the material necessary for a just judgment I will now tell you the story of my life. The essential facts cannot, so to speak, be put into a nutshell or dealt with by mere indications, but must be told in detail, so that I may be able to give form and colour to the whole. In telling of the misery of my childhood I wish to avoid the suspicion that it is not portrait-painting, but mood-painting, which I am aiming at. I will, therefore, adhere to the golden mean, and confine myself strictly to the truth."

The story Strauss told was of a drunken father and a devoted mother, who, after a vain struggle to keep the wolf from the door, embezzled a small sum of money and committed suicide when detected. At ten years of age, according to his own account, the prisoner fell into the hands of an infamous woman, who trained him in crime, compelling him even to steal wax pearls from wreaths in the cemeteries. "Was it any wonder," he asked, "if I was dominated by the thoughts and feelings of a Karl Moor?" Speaking of the last fourteen or fifteen years of his life, "passed almost entirely in prison or penal servitude," the prisoner philosophised as follows: "I should compare penal deprivation of freedom with a narcotic or a strong medical poison. Moderate doses have a salutary effect, but if given in excess it shatters and devastates both body and soul." He finished his oration with the words: "Now I lay the brush and palette aside. The study of my person which I wished to present to you is finished. I leave it to your judgment whether the greater guilt appertains to my so-called criminal will or to the force of circumstances."

The *Western Daily Mercury*, Plymouth, has ceased publication, having been merged into its old rival, the *Western Morning News*, the leading newspaper of the West of England, as the *Western Morning News* and *Mercury*. Throughout its long history of nearly 61 years it has never returned one single copper to its proprietors by way of dividend. Taking 100 as the index figure for the year 1914, expenses by 1920 have increased as follows:—Wages to 300; salaries to 270, cost of paper to 200. Receipts on the other hand (still taking 100 as the index figure for 1914) have increased as follows:—Sales to 192, advertisement revenue to 300.

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THE Steamship "DILWARA," Captain Babu, carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 10th, MARCH, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuable and for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.

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Hongkong, February 28th, 1921. [540]

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HAIPHONG via HOIHOW ... "TEORAO" ... Thurs, 10th Mar., 9 a.m.
MANILA ... "YUENSANG" ... Fri., 11th Mar., 3 p.m.
SHANGHAI & Tientsin ... "HANGSANG" ... Tues, 15th Mar., 5 p.m.
STRAITS & CALCUTTA ... "YATSHING" ... Tues, 15th Mar., 3 p.m.
KOBE via SHANGHAI ... "NAMSANG" ... Fri., 18th Mar., 5 p.m.

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S.S. "GLENGLYLE" ... 28th Apr.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
S.S. "GLENARIFFE" ... 13th Mar. ... GENOA, LONDON & ROTTERDAM.
S.S. "GLENAPP" ... 25th Mar. ... GENOA, LONDON, ROTTERDAM & HAMBURG.

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SHIPPING NEWS

ARRIVALS.

March 7th.
Hok Canton, Chinese str., 550 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.
Zowlet, American str., 3,729 tons, Capt. Murry, from Manila, with a general cargo.—Admiral Line.
Biojun Maru, Japanese str., 2,990 tons, Capt. Nakao, from Balikpapan, with a general cargo.—Dodwell & Co.

March 8th.
Amazon Maru, Japanese str., 4,923 tons, Capt. Konishi, from Singapore, with a general cargo.—O.S.K.
Apa, American str., 3,819 tons, Capt. Tornoth, from Manila, with a general cargo.—Struthers & Dixon.
Dainichi Maru, Japanese str., 1,955 tons, Capt. Ishii, from Saigon, with rice.—Suto.

Euryalus, British str., 2,308 tons, Capt. Sinclair, from Swatow, with a general cargo.—Mackinnon Mackenzie & Co.
Komayuta Maru, Japanese str., 1,700 tons, Capt. Katayama, from Karatsu, with coal.—Yamashita.

Kwangtung, Chinese str., 1,356 tons, Capt. Stewart, from Canton, with a general cargo.—C.M.S.N.
Sunning, British str., 1,750 tons, Capt. Wavell, from Shanghai and Amoy, with a general cargo.—B. & S.

Takatori Maru, Japanese str., 1,269 tons, Capt. Kimura, from Karatsu, with coal.—M. Bishi Co.

CLEARANCES.

March 8th.
Apa, for Shanghai.
Auxer Maru, for Hongkong.
Chekiang, for Swatow.
Chun Sang, for Bangkok.
Dainichi Maru, for Wuhu.
Dokan Maru, for Haiphong.
Fushimi Maru, for Seattle.
Haylong, for Swatow.
Helenus, for London.
Hungaria, for Europe.
Kansu, for Shanghai.
Laden Samud, for Bangkok.
Lai Sang, for Kobe.
Sunning, for Canton.
Tai Sze Ma, for Hoibow.
Taming, for Manila.

PASSENGERS.

DEPARTED.
 Per **Hungaria**, from Hongkong, on March 8th:—Mr. F. Laffour, Mr. J. V. Simpson, Mr. S. A. Laxman, Mr. R. C. Elliot, Mr. Geiger, Mr. W. M. Black, Master A. Archangelosky, Mr. Kennebeck, Mr. Mitchell, Mr. J. Cursetti, Mrs. Frances Brown, Mr. Nery Vannucci, Mr. S. Sha, Mr. G. Butz, Mr. Melvin Dehler, Mr. W. C. Bass, Mr. Melvin Royer, Mr. C. D. Warfield, Miss B. Butz, Mr. E. Greuter, Mrs. T. V. Everett, Mrs. L. Westfall and child, Mrs. A. Weber, Mr. H. Mell, Mr. C. W. Mahani, Rev. C. H. Zamponi, Mr. F. T. Melvani, Rev. F. A. Zamponi, Mr. Mrs. and Miss E. Trafton, Mr. B. Allen, Mr. J. H. Allen, Mr. and Mrs. Bunje, Mr. N. D. Amra, Mr. and Mrs. E. D. Whitley, Mr. N. B. Sutherland, Mr. J. M. Tan, Mr. John Watts, Mr. and Mrs. W. Staller, Mr. and Mrs. W. Schultz, Mrs. G. Ferkoster, Mr. James Blyth, Mr. Rudolf Franke, and Mr. L. Model.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.
Ajias (Blue Funnel line), due March 29th.
Altoz (Barber line), from New York, due about March 30th.
Atrius (Blue Funnel line), outward bound, due March 11th, p.m.
Autolichus (Blue Funnel), due March 29th.
Bentley (Ben line), from Europe, due March 10th.
Cadaretta (Admiral line), from Saigon, due about April 5th.
Coazet (Admiral line), from Portland Ore, due about April 5th.
Cronkley (Admiral line), from Seattle, due about April 5th.
Eyremond Castle, due about March 16th.
Dilwara (P. & O.), from Shanghai, due March 29th about 6 a.m.
Eupenor (Blue Funnel), due March 20th.
Euryades (Blue Funnel), due April 20th.
Glymont (Admiral line), from Saigon, due about March 15th.
Gregory Apear (B.I. and Apear line), from Calcutta, due March 9th.
Idomeneus (Blue Funnel line), from England, due March 11th.
Inaba Maru (N.Y.K.), from London, due March 17th.
Joser (Blue Funnel), due March 10th.
Kleist (N.Y.K.), from Japan, due March 9th.
Kamakura Maru (N.Y.K.), from Liverpool, due April 10th.
Lake Onawa (Admiral line), from Saigon, due about March 25th.
Monteagle, due March 14th, at 7 a.m.
Nankin (P. & O.), from England, due March 11th about 8 a.m.
Nikko Maru (N.Y.K.), from Australia, due March 14th.
Pawlet (Admiral line), from Manila, P.I., due about March 10th.
Perrine (Blue Funnel), due March 31st.
Satsuma (Barber line), from Shanghai, due about March 15th.
Stentor (Blue Funnel line), from Japan, due March 10th.
Telemachus (Blue Funnel), due April 15th.
Whiteland Montana (Admiral line), from Singapore, due about March 12th.

LOS ANGELES PACIFIC NAVIGATION COMPANY

(TRANS-PACIFIC FREIGHT SERVICE).

Operating United States Shipping Board Steamers

HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due Inwards About
 a.s. "WEST HIKU" 1st April
 a.s. "WEST HIXTON" 1st May
 Through Bills of Lading to all U.S. ports. Shipside connection with Salt Lake, Santa Fe and Southern Pacific Railroads.

Telephone
 1092.

SHIPPING MOVEMENTS.

The **R.M.S. Monteagle** arrived at Moji on March 7th, left there the same day, and is due at Shanghai this afternoon.
 The **a.s. Ajias** (Blue Funnel line) from New York left Manila yesterday for Hongkong, and is due here to-morrow.
 The **N.Y.K. s.s. Kleist** (European line) left Shanghai for this port on March 7th, and is expected here on March 10th.
 The **N.Y.K. s.s. Tama Maru** (Liverpool line) left Shanghai for this port on March 7th, and is expected here on March 11th.

THE ILL-FATED "HONG" SHIPS.

The ill-fated steamer **Hong Jiah**, wrecked on the Lammoeks, and the **Hong Wan** wrecked on January 29th also quite close to Swatow, were both old vessels of the City Line. Their new owners the Ho Hong Steamship Company of Singapore had spent considerable sums of money on fitting the ships for the trade in which they were engaged.

SHIPPING TROUBLES.

A DEMORALIZED SERVICE.

Writing to the *Times* on January 27th, Lord Inchcape said:—

Ships are being laid up all over the world because they cannot be run under present conditions. Ports are congested everywhere. Thousands of officers, engineers, seamen, stokers, and stewards are out of employment, and yet a Commission is sitting in Brussels to consider the advisability of limiting employment at sea to eight hours a day.

The Stewards' Union is laying down the law as to the work stewards shall do aboard ship; a delegate from the union is aboard each passenger vessel; he prevents beds being taken on deck at night in hot weather, although the stewards are perfectly willing to render this service to the passengers. He lays down what they are and are not to do. Discipline, therefore, is at a discount. Demands are constantly being made for increased accommodation on board ship much in excess of Board of Trade requirements. Unless this is given, threats are held out that the ships will be held up, and passengers' cabins have to be sacrificed to meet the demands, thus reducing the earning capacity of the ships and necessitating higher rates of passage money.

Before the war the average wage of a steward was £3 10s. per month, bed-board and lodging found, and the Maritime Wages Board some four years ago fixed the wage at £10 15s., to which they have since added £3, making £13 15s. at the moment, quite apart from a large allowance for overtime. It did not matter so much to the owner that the wage was during the war, as the ships were on charter to Government and the wages were a charge against the State. Now, however, the wages have to be paid out of the vessel's earnings, and the earnings won't pay them. In addition to their wages, stewards get tips from passengers, which on many voyages increase their remuneration considerably.

The unions dictate to the shipowners what men are to go in the ships, with the result that incompetent men of whom nothing is known have often to be taken merely because they have joined the union, while men who have been in the service of the company for years are excluded. One result is that passengers' belongings and enormous quantities of cabin, saloon, and table furnishings are constantly being stolen. On one voyage alone of a P. & O. summer plate ship to the value of £1,043 were removed from the ship.
 The thieving that is going on at sea and in the docks is beyond anything in history. A man recently removed the clocks from the smoking and music rooms of one of our steamers while the passengers were embarking at Tilbury Dock, and they have never been traced. Within the last few days a piano was removed from one of the steamers in dock and carried off to a cottage, where, however, it was fortunately recovered. The quartermaster, who was on watch and found to be in league with the thieves, has gone to gaol with the receiver, and they are now picking oakum instead of playing the piano.

If it had not been that there were so many passengers requiring to go East in the last few months, who would have been immeasurably inconvenienced if they had not been able to go, we would certainly have taken no stewards except on our own terms. We may be forced next season to terminate our passenger services at a Continental port in order to rid ourselves of the union tyranny and the Maritime Wages Board's oppression. In any case, as things are now, we would be in pocket by discharging all our men and laying our ships up in the River Fall in charge of a 70-year old caretaker and a few aged charwomen.

The end, of course, will come, and we will get back to a sound economic working basis, though it may not be quite yet.

VETARZO

DR. LE GIER'S
 DR. LE GIER'S
 DR. LE GIER'S

SAILINGS

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, (Moji), Kobe & Yokohama
 From Hongkong
EMPEROR OF JAPAN ... Apr. 12
EMPEROR OF ASIA ... Apr. 18
EMPEROR OF RUSSIA ... Apr. 23
EMPEROR OF JAPAN ... May 7
EMPEROR OF ASIA ... May 13
EMPEROR OF RUSSIA ... May 18
EMPEROR OF JAPAN ... June 1
EMPEROR OF ASIA ... June 7
EMPEROR OF RUSSIA ... June 13
EMPEROR OF JAPAN ... June 18
EMPEROR OF ASIA ... June 23
EMPEROR OF RUSSIA ... June 28
EMPEROR OF JAPAN ... July 3
EMPEROR OF ASIA ... July 8
EMPEROR OF RUSSIA ... July 13

Passengers to Europe are strongly urged to purchase the most direct route of the Atlantic sailing direct to Europe, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested that the Pacific. Although reservations can be arranged by letter or cable for all passengers to Europe, frequent sailings from Montreal to Liverpool, London & Glasgow. Passengers' baggage and all such reservations will be issued here.

For Pass and other information please apply to
HONGKONG OFFICE
 Telephone 728
CANADIAN PACIFIC OCEAN SERVICES, LTD.

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

SAILING FROM
HONGKONG for SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 S.S. "CHINA" May 18th S.S. "NANKING" March 30th S.S. "NILE" April 21st

SAILING FROM
HONGKONG for MANILA
 S.S. "NANKING" March 19th

SAILING FROM
HONGKONG for SINGAPORE
 S.S. "CHINA" April 30th S.S. "NILE" April 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE

PRINCE'S BUILDING, 101 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. No. 1934.

FREIGHT & PASSENGER AGENT.

TEL. FRIGATE DEPT. & AGENT. No. 2161.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU
 AMERICAN STEAMERS.

"COLOMBIA" ... Wednesday, March 31st
 "VENEZUELA" ... Wednesday, April 30th
 "GOLDEN STATE" ... About Monday, April 25th

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

For SINGAPORE, PENANG, RANGOON AND CALCUTTA.

S.S. "LAKE FAULK" ... Sailing March 14th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Aden, Suez, Alexandria, Port Said, Genoa, London, Liverpool, New York, Philadelphia, Baltimore, Washington, New Orleans, Galveston, Houston, San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "P.M.S." Hotel Manama, Hongkong. 36

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far-Eastern services for account of the UNITED STATES SHIPPING BOARD.

To MANILA 10th March
 To NEW YORK & BALTIMORE 10th March
 To SAN FRANCISCO 10th March
 To SEATTLE & VANCOUVER 12th March
 To SEATTLE 28th March
 "West Henshaw"
 "West Ivis"

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON

Through Bills of Lading issued to all U.S. & Canadian Overseas Common Points.
 HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3002.
 [45]

JAVA-CHINA-JAPAN LIJN.

REGULAR POSTAL SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	SHANGHAI	11th Mar.	13th Mar.	JAVA
TJITAROEM	JAVA	11th Mar.	13th Mar.	JAPAN
TJIBODAS	JAVA	18th Mar.	21st Mar.	SHANGHAI
TJILEBOET	JAPAN	22nd Mar.	26th March	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor

Telephone No. 1574.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS SHANGHAI HONGKONG AND MANILA

AND AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Loading For Sailing on about
 "TJIMANOEK" March ... ROTTERDAM & HAMBURG ... 15th Mar.
 "ALDERAMIN" April ... AMSTERDAM & HAMBURG ... 10th April.
 "BOEROE" May ... AMSTERDAM & HAMBURG ... 20th May.
 "ALCOR" June ... ROTTERDAM & HAMBURG ... 20th June.
 "ALCHIBA" July ... AMSTERDAM & HAMBURG ... 20th July.
 For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents,

Tel. No. 154.

York Building.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE
 OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.

AND
 AMERICAN & MANCHURIAN LINE
 (HULLMAN & HUCKBALL S.S. CO., LTD.)

Sailings from Hongkong.

"LAERTES" ... 22nd Mar.
 "KANDAHAR" ... 6th Apr.
 "CITY OF DUNKIRK" ... 25th Apr.
 * calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD. HONGKONG
 HONGKONG AND CANTON
 SMITH & CO., CANTON.

SHIPBUILDERS

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE &

ELECTRIC WELDERS.

MECHANICAL &

ELECTRICAL

ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

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Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

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AGENTS.

HONGKONG, CHINA & JAPAN.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Stal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "VIGO" ... 4th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.

or to Buss & Co., Canton.

General Agents

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SHANGHAI	"TIENSHIN"	On 9th Mar. Noon
SHANGHAI	"TEAN"	"a 9th Mar. 4 P.M.
WUHAIR & CHENGTOO	"CHIHAI"	On 10th Mar. 11 P.M.
TIENSHIN	"PAOTING"	On 10th Mar. 8 A.M.
SWATOW & BANGKOK	"LIANGCHOW"	On 10th Mar. 10 A.M.
SHANGHAI	"SUNNING"	On 10th Mar. Noon
SHANGHAI & TIENTSIN	"SUIYANG"	On 12th Mar. Noon

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 38.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST, PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	... Capt. A. H. Stewart	FRIDAY, Mar. 11th, at 12 Noon.
"HAIHONG"	... Capt. W. O. Pearson	TUESDAY, Mar. 15th, at 12 Noon.
"HAIKONG"	... Capt. W. Couper	FRIDAY, Mar. 18th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO., General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destinations	Steamer & Discharge	Sailing Dates
SHANGHAI KORE & YOKOHAMA	"CHILI" ... 10,000	On or about 13th Mar.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, PORT SAUD	"PORTHOS" ... 30,000	On or about 13th March.
	"CORDILLERE" ... 10,000	On or about 23th March.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
For full particulars regarding sailings, etc., apply to—

B. BODENFUSHER

Acting Agent,
Queen's Building.

Telephone 740.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	10th Mar. Noon	Singapore, Colombo & Bombay.
"KARNATA"	9,000	19th Mar. 10 A.M.	Marselles, London & Antwerp.
"KASHMIR"	9,000	19th Mar. 10 A.M.	do.
"NANKIN"	7,000	3rd Apr.	do.
"DUNERA"	6,414	11th Apr.	Singapore, Colombo & Bombay.
"KHYBER"	9,000	15th Apr.	Marselles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS (South)

"EUBALUS"	4,000	9th Mar. 9 A.M. Singapore.
"ARRATON APCAR"	4,510	17th Mar. Calcutta via Singapore, Pango & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	10th Mar. Noon.	Sandakan, Thursday Island, Townsville, Brisbane.
"EASTERN"	4,000	5th April	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,649	11th Mar.	Shanghai & Kobe.
"NANKIN"	7,000	19th Mar. 10 A.M.	Shanghai, Moji & Kobe.
"KHYBER"	9,000	14th Mar.	Shanghai & Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
Let Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Guthrie & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACLENNON, MACLENNAN & CO.,
32, Des Voeux Road, Central, HONGKONG. Agents.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"SHUNKO MARU" ... Friday, 16th March.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.
DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"SEATTLE MARU" ... Sunday, 13th March.

BOMBAY & COLOMBO—Regular fortnightly service to Singapore.
"SIAM MARU" ... Friday, 11th March.

"KASADO MARU" (Taking Passengers) ... Monday, 28th Mar.

"INDUS MARU" ... Tuesday, 29th March.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan, taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Tuesday, 15th Mar.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"AMAZON MARU" ... Wednesday, 9th March.

Taking cargo to Frisco & New York.

NEW ORLEANS LINE.
"CELESTES MARU" ... End of March.

Taking Cargo to Frisco, Panama Zone & Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KHILUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 13th Mar.

TAKAO via SWATOW & AMOY ... Sunday, 13th Mar.

"BORHU MARU" ... Sunday, 13th Mar.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building. [80]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

"TAIYUAN" ... 13th Mar. ... 16th Mar.

Running Service to Australia.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [88]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FASTWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	30,000	March 15th.
SIBERIA MARU	25,000	March 19th.
TENYO MARU	23,000	April 3rd.
SEIKYO MARU	22,000	April 27th.
PERSIA MARU	9,000	May 14th.

† Calling at Dairen instead of Nagasaki.

† Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANTO MARU	18,700	March 15th.
HAYO MARU	...	April 9th.
SEIKYO MARU	14,000	May 15th.

* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 5274 & 5275.

Agents at Canton:

Messrs. T. H. GRIFFITH, LTD.

[84]



TRANS-PACIFIC PASSENGER AND FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For VICTORIA and SEATTLE.

Calling at Shanghai and Japan Ports.

S.S. "WENATCHEE" ... Passenger and Freight—May 14th.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports)

"WHEATLAND MONTANA" Freight Only—About March 13th.

"CROSSKEYS" ... do. About April 6th.

For PORTLAND DIRECT.

(Calling at Kobe and Yokohama)

"PAWLET" ... do. only—About Mar. 7th.

"COAKER" ... do. About April 4th.

Through Bills of Lading issued to Overland Connect points.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Fifth Floor, Hotel Mansions. [71]

Telephone 2477 & 2478.

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POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Suigang	9th inst.
SHANGHAI	Diliana	9th inst.
JAPAN	St. Albans	9th inst.
Europe via Suez (Letters and News papers London 3rd Feb.) ...	Gregory Appear ...	9th inst.
SHANGHAI	Alia	10th inst.
STRAITS	Nankin	11th inst.
SHANGHAI	Tamba Maru	11th inst.
EUROPE via Suez (Letters only) London 10th Feb., Parcel 25th Jan.)	Domeneus	12th inst.

OUTWARD MAILS.

FOR	PER	DATE
Straits and Bangkok	Euryalus	Wednesday 9th 7.30 A.M.
Huohai and Bangkok	Loen Samud	Wednesday 9th 9.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Fushimi Maru	Wednesday 9th 8.45 A.M. Letters 9.30 A.M.
Japan	Riojuni Maru	Wednesday 9th 11.00 A.M.
Swatow, Shanghai and N. China	Tsentsin	Wednesday 9th 11.00 A.M.
Shanghai and North China	Kwongtsh	Wednesday 9th 2.0 P.M.
Shanghai and North China	Tsao	Wednesday 9th 3.00 P.M.
Tientsin	Peking	Wednesday 9th 5.00 P.M.
Weihaioi, Chefoo and Dairen	Chihli	Wednesday 9th 5.00 P.M.
Huohai and Haiphong	Tsao	Wednesday 9th 5.00 P.M.
Shanghai, North China, Dairen, Japan, Canada, United States, Central and South America and EUROPE via SEATTLE	Amazon Maru	Wednesday 9th 5.00 P.M. Registration Letters 5.00 P.M.
Swatow and Bangkok	Liangchow	Thursday 10th 8.00 A.M.
Shanghai and North China	Singon	Thursday 10th 9.00 A.M.
Shanghai and North China	Sinning	Thursday 10th 11.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"STENTOR"	11TH MAR. London, Amsterdam & Antwerp.
"KEEMUN"	23RD MAR. London, Amsterdam & Hamburg.
"NINGCHOW"	5TH APR. London, Amsterdam & Antwerp.
"THESEUS"	12TH APR. London, Rotterdam & Hamburg.
"ATREUS"	19TH APR. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"TELAMON"	22ND MAR. Havre & Liverpool.
"KT. OF THE GARTER"	29TH MAR. Genoa, M'illes, L'pool & G'gow.
"IDOMENEUS"	12TH APR. Havre & Liverpool.
"AJAX"	19TH APR. Genoa, M'illes, L'pool & G'gow.

PACIFIC SERVICE

"TALTHYBIUS"	16TH MAR. Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH APR. Victoria, Seattle & Vancouver.
"PROTESILAUS"	4TH MAY

NEW YORK SERVICE

"LAERTES"	27TH MAR. via Suez.
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HOMeward PASSENGER SERVICE

"STENTOR"	11TH MAR. for London.
"IDOMENEUS"	12TH APR. for Liverpool.
"PYRRHUS"	3RD MAY, for London.
"ANCHIS"	10TH JUNE for Liverpool.
"TEIRESIAS"	7TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE, AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus and Undivided Profits	U.S. \$1,489,000
HEAD OFFICE:	BRANCH:
NEW YORK.	SAN FRANCISCO.

Head Office for the Orient,
SHANGHAI

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 8th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	30.11	30.08	30.08
Temperature	68	69	69
Humidity	81	81	81
Wind Direction	East	ENE	East
Force	3	3	3
Weather	o	b	o
Rain			

Highest open-air Temperature on 7th ... 66

Lowest open-air Temperature on 8th ... 59

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—6, Des Voeux Road Central.
Hankow Branch—Panoff Building.
DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.CURRENT, Savings, and Fixed Deposits bear Interest at Rates 3 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.J. SHANG LY, Manager.
Hongkong, July 7th, 1919.COMMERCIAL.
OPENING QUOTATIONS.

March 8th.

ON LONDON.—	Telegraphic Transfer	4/3
	Bank Bills, on demand	3/3 1/2
	Bank Bills, at 30 days sight	3/3 1/2
	Bank Bills, at 4 months sight	3/3 1/2
	Credita, at 4 months sight	3/4 1/2
	Documentary Bills, 4 months sight	3/3 1/2
ON PARIS.—	Bank Bills, on demand	600
	Credita, 4 months sight	660
ON NEW YORK.—	Bank Bills, on demand	41 1/2
	Credita, at 60 days sight	47 1/2
ON BOMBAY.—	Telegraphic Transfer	180 1/2
	Bank Bills, on demand	180 1/2
ON CALCUTTA.—	Telegraphic Transfer	18 1/2
	Bank Bills, on demand	18 1/2
ON SHANGHAI.—	Bank Bills, at sight	—
	Private, 30 days sight	—
ON YOKOHAMA.—On demand		91
ON MANILA.—On demand—Pesos		101 1/2
ON SINGAPORE.—On demand		97 1/2
ON BATAVIA.—On demand		138
ON HANKOW.—On demand		nom.
ON SAGONG.—On demand		—
ON HONGKONG.—On demand		97 1/2
Overseas Bank's Buying Rate		\$3.65 n
GOLD LEAF 100 fine, per two		\$32.30
BAR SILVER per oz.		31 1/2
	Per cent.	
Hongkong	10 cents piece	\$0.05 Premium
Hongkong	30 " "	0.10 Discount
Canton	10 " "	15.65
Canton	30 " "	0.00

HONGKONG SAVINGS BANK.
THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, December 29th, 1920.

THE BANK OF CHINA.
行銀中
(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital \$80,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 7,796,023.00
HEAD OFFICE—PEKING.
HONGKONG BRANCH—20-21, Commercial Road, Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
TSUYEN FEE, Manager.
Hongkong, February 7th, 1921.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
Paid-up Capital \$3,000,000
Reserve Fund \$3,500,000
Reserve Liability of Proprietors \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Acting Manager.
Hongkong, February 23rd, 1921.

BANQUE INDUSTRIELLE DE CHINE, (FRENCH BANK).
Subscribed Capital Frs. 150,000,000
Paid Up Capital Frs. 75,000,000
Reserve Funds Frs. 60,000,000
Deposits Frs. 885,000,000
The Chinese Government owns one-third of the Capital.

Chairman of the Board: André Berthelot
Directors: A. J. Parnotte
General Manager: A. J. Parnotte
HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.
BRANCHES:
Lyon, Hongkong, Yunnanfu, Hankow, Hanoi, Vladivostok, Peking, Singapore, Foochow, Shanghai, Canton, Swatow, Tientsin, Saigon, Yokohama, Hankow, Haiphong, Moukden, New York, London, Antwerp, Bordeaux, Tientsin, Poot-Poot, Dunkerque, Batavia.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.
Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTAGNIER, Manager.
Hongkong, January 20th, 1921.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARK'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, etc.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.
HONGKONG BRANCH, 3, Des Voeux Road Central, Hongkong, September 1st, 1920.

The "Three Castles" Virginia Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Paid-up Capital \$15,000,000
Reserve Funds \$2,500,000
Sinking \$31,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:
G. T. M. EDKINS, Esq.—Chairman,
G. M. DODD, Esq.—Deputy Chairman,
A. H. COMPTON, Esq., A. O. LANG, Esq.,
A. S. GUBBY, Esq., Hon. Mr. E. V. D. PARR,
Hon. Mr. P. H. HOLYOAK, W. L. PATTENDEN, Esq.,
Hon. Mr. J. JOHNSTON, J. A. PLUMMER, Esq.

Chief Manager: A. G. STEPHEN, Esq.
Manager: Hongkong—A. H. BARLOW, Esq.
Acting Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARK'S BANK, LTD.
CURRENT ACCOUNTS opened in local CURRENCY, and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.
Hongkong, February 26th, 1921.

THE BANK OF TAIWAN, Limited.
(TAIWAN GINCO).
Incorporated by Special Imperial Charter, 1899.
Capital Subscribed Yen 60,000,000
Capital (Paid-up) 48,000,000
Reserve Funds 9,600,000

HEAD OFFICE—TAIPEI, FORMOSA.
BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Manji.
FORMOSA—Girao, Kagi, Karento, Keelung, Makung, Nanto, Piman, Shingchiku, Taichu, Tainan, Takow, Tamsui, Tolyen, Aka.

CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARK'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.
HONGKONG BRANCH, 3, Des Voeux Road Central, Hongkong, September 1st, 1920.

THE CHINA SPECIE BANK, LTD.
HEAD OFFICE:
St. George's Building, Hongkong.
Chairman of Board of Directors: Mr. WONG SHIU HAM.
Chief Manager: Mr. L. S. HOLM.
Asst. Manager: Mr. K. T. WONG.
Hongkong Manager: Mr. L. P. ALLEN.

Foreign exchange and General Banking business transacted.
Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.
L. S. HOLM, Chief Manager.
Hongkong, October 2nd, 1920.

THE BANK OF EAST ASIA, Limited.
HEAD OFFICE—
No. 2, Queen's Road Central, HONGKONG
Established 1918.
PAID-UP CAPITAL \$2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
Mr. Fong Wai Tze, Chairman,
Mr. Chow Shou Son, Mr. Kan Ying Fo,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yan Tung,
Mr. P. K. Kwok, Mr. Chan Ching Suet,
Mr. Ng Chang Luk, Mr. Kan Chin Nam.

Chief Manager: Mr. Kan Tung Po,
Asst. Manager: Mr. Li Tze Fong.
BRANCHES & AGENCIES:
LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, KOREA, SAIGON, SINGAPORE, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG.
London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Interest allowed on Current Deposits at the rate of 2 per cent. per annum on deposits of £50 and upwards.
For 3 months at the rate of 2 1/2 per cent.
For 6 months at the rate of 3 per cent.
For 12 months at the rate of 3 1/2 per cent.
KAN TUNG PO, Chief Manager.
Hongkong, October 1st, 1920.

Printed and Published by HENRY ADOLPHUS CRAWFORD, for THE HONGKONG DAILY PRESS, Ltd., at 10A, Des Voeux Road Central, Victoria Hongkong. London Office 121, Fleet Street E.C.

THE CHINA SPECIE BANK, LTD. THE MERCHANT BANK OF INDIA, Limited.

HEAD OFFICE:
16, Gracechurch Street, London, E.C. 3.
Authorized Capital £2,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,050,000

Bankers:
THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.
Branches:
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON, Acting Manager.
7, Queen's Road Central, Hongkong, June 30th, 1920.

BANQUE DE L'INDO-CHINE, (FRENCH BANK).
Head Office: 15bis Rue La Fayette, Paris.
Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 63,600,000.00
Reserve Funds Frs. 69,587,203.54

BRANCHES:
Bangkok, Batavia, Hongkong, Saigon, Shanghai, Canton, Nankin, Peking, Tientsin, Hankow, Haiphong, Poot-Poot, Dunkerque, Batavia.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Société Industrielle et Commerciale, Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation, Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
Y. MARSOE, Acting Manager.
Hongkong, November 1st, 1920.

IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Société Industrielle et Commerciale, Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Société Industrielle et Commerciale, Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Société Industrielle et Commerciale, Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Société Industrielle et Commerciale, Société Générale.

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